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# FIRST SESSION OF THE FOURTH PARLIAMENT

OF THE

# DOMINION OF CANADA

# SESSION 1879.



VOLUME XII.

MacLean Roger & Co., Parliamentary and Departmental Printers, Ottawa, Ont.

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No. 446	Return to Address; Order in Council by which certain lots of land on the Red River, in Manit ba, were reserved for settlement. (Not printed.)

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No.	44c.	MANITOBA:Return to Order; Statement shewing the number of Leases granted by the Government to cut timber on the Public Land of the Dominion within the settlement belt on the Red River, Manitoba. (Not printed.)
No.	44 <i>d</i> .	Message transmitting certain papers having reference to the financial posi- tion of the Province of Manitoba.
.No.	45.	RIMOUSKI, WHARF AT:Return to Order; Report of the Engineers respecting the improve- ments required to the wharf at Rimouski, to render it more convenient for the landing of the English mails, &c. (Not printed.)
No.	46	ESQUIMALT GRAVING DOCK :- Return to Address; Correspondence respecting the offer of the Government of British Columbia in 1878, "to grant to the Admiralty, the site, plant and material on hand, and work already done" of the proposed Esquimalt Graving Dock.
No.	47	MERCIER, PIERRE ALEXIS & E. H.:-Return to Order; Statement shewing the number of days during which Pierre Alexis Mercier, an officer of the Customs Department at Montreal, absented himself during the year 1878, with or without leave of absence. (Not printed.)
No.	47a	Return to Order; Statement shewing the number of days during which Edward H. Mercier, an officer of Her Majesty Customs, and a Lauding Waiter at the Port of Montreal, absented himself during the year 1878, with or without leave of absence. (Not printed)
No.	48	BAR IRON, N.S. & N.B. :-Return to Order; Keturn shewing the number of tons of bar iron imported into Nova Scotia and New Brunswick, for the year ended 31st December, 1878; and value for duty. (Not printed.)
No.	49	MACKEREL:-Return to Order; Correspondence relating to the practice of mackerel seining in the waters of the Gulf of St. Lawrence. (Not printed.)
No.	50	PURDY, CAPTAIN :Return to Order; Correspondence referring to the dismissal of Captain Purdy from the command of the Government Steamer Newfield.
No.	51	COMMON PLEAS, ONTARIO, COURT OF :General Rules made by the Court of Common Pleas for Ontario, under the Act of the Dominion of Canada, intituled, "The Dominion Controverted Elections Act, 1874." (Not printed.)
No.	52	SECRETARY OF STATE FOR CANADA :- Report of, for the year ended 31st December, 1878.
No.	53	CATTLE TRADE :Return to Address :Correspondence between the Government of Canada and Her Majesty's Imperal Government and the Government of the United States, on the subject of the importation into Great Britain of cattle from America.
<b>.</b> No.	54	TEA, SUGAE, &c., DUTY ON : Return to Order; Amount of duty paid during the month of February, 1879, on the articles of tea, sugar, wines, cottons and spirits, respectively. (Not printed.)
No.	55	LACHINE CANAL, EMPLOYÉS:Return to Order; Statement giving the names of all persons now permanently or temporarily employed on the Lachine Caual. (Not printed.)
<b>N</b> o.	56	JORDAN BAY BREAKWATER : Return to Order ; Tenders received for the erection of the Break- water at Jordan Bay, in the County of Shelburne. (Not printe 1.)
No.	57	BRITISH COLUMBIA PENITENTIARY :- Return to Address; Report made by the Deputy Adjutant- General in British Columbia, complaining of the Warden of the Peniten- tiary in that Province. (Not printed.)
No.	58	CASCUMPEC HARBOR :- Return to Order; Engineers' Plans and Reports, relating to the improvement of Cascumpec Harbor. (Not printed.)
No.	59	YAMASKA RIVER :Return to Address ; Reports of Engineers, during the year 1878, respecting the improvement of navigation on the River Yamaska. (Not printed.)
No.	<b>6</b> 0	BRAUHAENOIS CANAL, EMPLOYÉS :Return to Order; Shewing the number of persons employed on the Beauharnois Canal and the number dismissed or pensioned since the 5th November, 1873. (Not printed.)
No.	61,	COBNWALL CANAL, HYDRAULIC LEASES :- Return to Order; Return of all Hydraulic Leases on the Cornwall Canal. (Not printed.)

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No.	62	CLARE, W. R. Esq.:—Confidential Memorandum from W. F. Whitcher to the Hon. J. C. Pope, Minister of Marine and Fisheries, on account fyled by W. R (Jark, Esq., of Boston, U.S., for services in connection with the Fisheries Commission. (Not printed.)
No.	62a	Return to Address; Correspondence relating to the payment of \$10,000 to W. R. Clark, for alleged services rendered to the Canadian Government in connection with the Halifax Fishery Commission. (Not printed.)
No.	63	CAMPBELL, W. D. :-Return to Order; Copies of the lease of the rivers of the Seigniory of Bic, in the County of Rimouski, granted to W. D. Campbell, Esquire, Notary, of Quebec. (Not printed.)
No.	64	CANALS, U. S., FREE NAVIGATION OF :- Return to Address; Correspondence subsequent to a Return made on the 5th of April, 1876, respecting the action taken in denying to Canadians the free navigation of the United States or State Canals and the Hudson River.
No.	65	STATUTE LABOR :Return to Address; Correspondence between the Dominion Government and that of the Province of Quebec, respecting the adjustment of certain statute labor ( <i>droits de corvée</i> ) in the Parishes of St. Fabien, &c., during the last General Elections. ( <i>Not printed.</i> )
No.	66	ST. JOHN AND ST. FRANCIS RIVERS, BRIDGING OF : Resolutions of the Legislature of the State of Maine, in relation to the navigation and bridging of the Rivers St. John and St. Francis, where said rivers are the line of boundary between the said United States and the Dominion of Canada. (Not printed.)
No.	67	NATIONAL INVESTMENT COMPANY OF CANADA :- Annual Report of, to 31st December, 1878 (Not printed.)
No.	68.	ACTIVE MILITIA, MILITARY DISTRICT No. 5 :- Return to Order; Statement shewing the names of the officers, non-commisioned officers and men, forming No. 1 Company of the 21st Battalion of the Active Militia in Military District No. 5. (Not printed.)
No.	69	NAVIGATION, SCHOOL OF, QUABEC :- Return to Address; Correspondence since 1872, betweens the Dominion Government of the Province of Quebec, in relation to a school of navigation at Quebec. (Not printed.)
No.	70	MCCLARY, PETER:-Return to Order; Correspondence which led to the superannuation of Peter McClary, Collector of Inland Revenue, for the City of London, and East Riding of Middlesex. (Not printed.)
No.	71	OFFICE, DISMISSALS FROM : Return to Address; Correspondence between His Excellency Lord Dufferin and the Members of the late Administration on dismissal from office of those appointed in October and November, 1873; and also, appointments made between 17th September and 10th October, 1878. (Not printed.)
No.	72	CANADA CENTRAL RAILWAY EXTENSION:-Beturn to Address; All contracts or agreements for the extension of the Canada Central Railway, since the 1st day of January, 1878; also, for the construction of the Georgian Bay Branch Railway. (Not printed.)
<b>N</b> o.	73	FISHERY AWARD, APPROPRIATION:-Return to Address; Correspondence addressed by the Local Governments to the Dominion Government, upon the question of the appropriation of the Fishery Award.
No.	73 <b>a.</b> .	Return to Address; Correspondence which has passed between the Local Government of Prince Edward Island and the Government of the Do- minion, having reference to the award of the Fishery Commission or to the disposal thereof.
<b>Х</b> о.	74	ROBERTSON, WILLIAM:Return to Order; Correspondence relating to the dismissal or re- placement of William Robertson, Clerk of Works and Inspector under the contract for building the Penitentiary, Dorchester, N.B. (Not printed.)
No.	75	BONDED WAREHOUSES :- Return to Order; Return of all Merchandize remaining in the Bonded Warehouses, by Provinces, on the 31st December, 1878; also, from the lst January to the 31st March, 1879. (Not printed.)
No.	76	COLLINGWOOD, HARBOR OF : Return to Order; Statement shewing the amount expended om Harbor of Collingwood during the season of 1878. (Not printed.)

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No. 77	IMPORTS AND EXPORTS :Return to Order; Return of all Imports and Exports, by Provinces, for the six months ending 31st December, 1878; also for the months of January and February, 1879. (Not printed.)
No. 78	CUSTONS AND EXCISE DUTIES:-Return to Order; Return of the sum paid on account of Cus- toms and Excise Duties during the month of February, 1879. (Not printed.)
No. 79	PENITENTIARY, ST. JOHN:Return to Address; Correspondence relating to the claim of the City and County of St. John, to send prisoners under sentence for less than two years to the St. John Penitentiary.
No. 80	TASCHEREAU, THOMAS: Return to Address; Correspondence between the late Administration and the Honorable Jean Thomas Taschereau, late Judge of the Supreme Court, respecting his superannuation, &c. (Not printed.)
No. 81	SUPREME COURT AND COURT OF EXCHEQUES:-Beturn to Address; Statement shewing the number of judgments rendered by the Supreme Court and the Court of Exchequer of Canada, and the number of employés of the said Courts.
No. 82	CARDINAL, REGIS:-Return to Order; Correspondence relating to the recent dismissal of Regis Cardinal, heretofore an employé of the Inland Revenue Depart- ment. (Not printed.)
No. 83	MORPETH HARBOR :- Return to Address; Correspondence relating to the construction of a Harbor at or near Morpeth, in the Electoral District of Bothwell, Ontario.
No. 84	TIN CANS, DUTY ON :- Return to Address; Correspondence relating to the duty imposed by the Government of the United States on Tin Cans containing Lobsters, &c. (Not printed.)
No. 85	QUARTZ MINING MACHINERY, B.C. :Return to Order; Letters and telegrams received by the Minister of Customs, during the year 1878, from parties in British Columbia, in regard to the admission during that year into the said Province of Machinery for Quartz Mining, on the condition of security being given that the duties thereon would be paid within twelve months. (Not printed.)
No. 86	NORTH-WEST TERRIJORIES : Ordinances passed by the Lieutenant-Governor and Council of the North-West Territories, on the 2nd August, 1878.
No. 87	LAYTON, RICHARD :Return to Address; Correspondence with the Government relative to the appointing of Mr. Richard Layton as Warden of the Penitentiary in British Columbia. (Not printe '.)
No. 88	VOTES POLLED, GENERAL ELECTION : Return shewing the number of votes polled for each Candidate in the different Electoral Districts during the late General Elections.
	CONTENTS OF VOLUME No. 10.
No. 89	CANADIAN VESSELS, LAKE MICHIGAN:-Return to Address; Correspondence in relation to Canadian vessels, bound for Lake Michigan, reporting at Port Huron instead of at Sheboygan, as is the practice at present.
No. 90'	MILITIA, ACTIVE :- Return to Order; Transmitting the names, rank, &c., of all officers of the Active Militia who offered their services to Great Britain. (Not printed.)
No. 91	RIVER DU LOUP PIER :Return to Order; Instructions given to the Engineer and Super- intendent, of works done on River du Loup Pier, in the County of Temiscouata, in 1878. (Not printed.)
No. 92	LETTER, PRIVATE:-Beturn to Order; Correspondence relating to the transmission during the recent Dominion Elections, of a certain letter, marked private and confidential, then on file in the Post "ffice Department, Ottawa, to a voter in the East Riding of Northumberland. (Not printed.)
No. 93	DRUMMONDVILLE, WENDOVEE AND SIMPSON MAILS :- Return to Order; Shewing the distance traversed, and the amount paid for the carriage of the mails between. Drummondville, Wendover and Simpson. (Not printed.)

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No. 94.	STEAM NAVIGATION COMPANY:-Return to Order; Copies of contract for Mail Service with Steam Navigation Company of Prince Edward Island, at the time the Island entered Confederation. (Not printed.)
<b>No. 9</b> 5.	PRITTIE, R. W.—Return to Address; Order in Council, authorizing an arrangement to be made with Mr. R. W. Prittie, and others, relating to the introduction and settlement of settlers in the Province of Manitoba. (Not printed.)
No. 96.	KETCHUM, MR., COBRESPONDENCE:—Return to Order; Correspondence from the Warden of the St John Penitentiary, relating to the Inspector, Mr. Moylan's Report of the investigation of Mr. Ketchum, the Warden. (Not printe 1.)
No. 97.	. KETCHUM, MR., AND INSPECTOU'S REPORT : Return to Order ; Copy of Inspector Moylan's Report of the investigation of the case of Mr. Ketchum, Warden of St. John, N.B., Penitentiary. (Not printed.)
No. 98.	NEW BRUNSWICK, GOVERNMENT OF :- Return (in part) to Address; Correspondence between the Government of New Brunswick and the Government of the Dominion, relating to certain claims preferred by the former against the latter Government.
No. 99.	RIMOUSKI, HARBOR OF REFUGE: — Return to Address; Correspondence respecting the non- appropriation by the late Administration of the sum of \$250,000, voted in 1874, for a Harbor of Refuge at Rimouski. (Not printed.)
<b>No</b> . 100	MERCANTILE MARINE OF CANADA :Return to Address; Documents relating to the examina- tion before the Boards of Examiners of the Mercantile Marine of Canada of Masters desirous of obtaining certificates as extra Masters. (Not printed.)
<b>'No</b> . 101	TIDAL HARBOR, QUEBEG, AND GRAVING DOCK, LÉVIS :Return to Address; Return of the names of persons tendering for the construction of the works in the Tidal Harbor at Quebec, and the Graving Dock at Lévis, respectively.
<b>No.</b> 102	CABON, CLOVIS, FISHERY OVERSEER: Return to Order; Copies of the complaint made last Autumn by Mr. Clement Rouleau, of St. Anne de la Pocatière, in the County of Kamouraska, against Mr. Clovis Caron, Fishery Overseer. (Not printed.)
<b>No.</b> 103	ST. VINCENT DE PAUL PENITENTIARY : Return to Order; Statement shewing the names of the several permanent and temporary officers and employés of the Peniten- tiary of St. Vincent de Paul. (Not printed.)
No. 104	YARWOOD. C. ST. GEOBGE:Return to Address; Correspondence respecting the superannua- tion of C. St. George Yarwood, Landing Water at Chippewa, County of Welland. (Not printed.)
<b>No.</b> 105	OLD BIG HARBOR :- Return to Address; Petitions presented since 1875, in relation to the improvements to be made in the Harbor, commonly called "Old Bic." (Not printed.)
<b>No.</b> 106	L'ASSOMPTION RIVER:-Return to Order; Correspondence relating to the deepening of the River l'Assomption. (Not printed.)
No. 107	LANGELIEE, CHARLES:Return to Order; Statement of all money paid to Mr. Charles Lange- lier, for the use of his bridge on the Chambly Canal. (Not printed.)
<b>No.</b> 108	PRINCE EDWARD ISLE, CIVIL SERVICE:-Return to Order; Sessional Paper No. 73, (not printed) 1875, respecting dismissals from, and appointments to the Civil Service, in Prince Edward Island. (Not printed.)
<b>No.</b> 109	BRITISH COLCMBIA IMPORTS, &c. :- Beturn to Order; Shewing the quantities and values of the different articles of merchandize imported into British Columbia from other Provinces of the Dominion in 1878; also, the Exports, &c. (Not printed.)
<b>No. 1</b> 10	COLUMBIA, FISHERIES OF :- Return to Order; Sessional Paper 12 (not printed) 1877, respecting Fisheries of Columbia.
No. 111	NORTH RIVER AND ST. ANDREWS :- Beturn to Order; Correspondence relating to the dredging of the North River to St. Andrews. (Not printed.)
No. 112	GEOSSE ISLE, PUBLIC WORKS :- Return to Order ; Contracts for public works, &c., on Grosse Isle, between the 15th November, 1873, and 1st January last. (Not primied.)

No. 11	3 INTERCOLONIAL RAILWAY, THEOUGH FREIGHT RATES :- Return to Order; Correspondence with the Intercolonial and Steamship Companies, with a view of obtaining through freight rates upon grain, as will constitute Halifax the winter shipping port of the Dominion.
No. 114	L. INDIANS, CHICOUTIMI, VACCINATION OF : Return to Order; Instructions given to Dr. Lacombe, of Chicoutimi, as to the vaccinating of the Indians of the County of Chicoutimi. (Not printed.)
No. 11	5. OFFICIAL ASSIGNEES, QUEEEC: Return to Order; Statement of all moneys paid over by the Official Assignees of the Province of Quebec, under the provisions of the Act 38 Vic., Chap. 16, sec. 42. (Not printed.)
No. 116	S. VETERANS OF 1812-15:—Return to Order; Giving the names and residences of all the veterans of the war of 1812-15, who received a pension during the year 1878. (Not printed)
<b>N</b> o. 117	L. HAMILTON, CITY OF, APPOINTMENTS: Return to Order; Of the names of all persons appoint- ed in the Inland Revenue Office, &c., in the City of Hamilton, between 4th November, 1873, and 10th October, 1878. (Not printed.)
No. 118	R. WOOD, HONORABLE CHIEF JUSTICE:—Return to Address; Report of all cases returned to the Government by the Honorable Chief Justice Wood, Commissioner under the Act 38 Vic., Chap. 53. (Not printed.)
No. 119	PUBLIC PROPERTY, TRANSFER OF :- Return to Order; Papers relative to the sale or transfer of the Barracks at Fredericton, New Brunswick; also, relative to the lease of certain military properties for the purpose of constructing a Graving Dock at Quebec; also, relating to the transfer of certain military proper- ties at Toronto for the purpose of erecting buildings for the Provincial Exhibition. (Not printed.)
No. 120	- SPIRITE AND TOBACCO:Return to Order; Return of the quantity of spirits, malt, malt liquor and tobacco, manufactured, &c., remaining in warehouse, and revenue accruing therefrom, from 1st January to 31st March, 1879. (Not printed.)
No. 121	CHENAL DU MOINE PIERS :Return to Address; Correspondence respecting the construction of Piers to be built in the Chenal du Moine. (Not printed.)
No. 122	PRINCE ARTHUR'S LANDING AND KAMINISTIQUIA :Return to Orler; Returns of numbers, ton- nage, and weight of general cargo of vessels that have entered and cleared from Prince Arthur's Landing and the Kaministiquia, respec- tively, during the season of 1878. (Not printed.)
No. 123	LADY HEAD STEAMER;-Return to Order; Minutes of the enquiry held as to the loss of the steamer "Lady Head," last autumn, and of the number of vessels the Government has at its disposal for the protection of our Fisheries (Not printe f.)
No. 124	SARAH E. BEVANT, STEAM TUG :Return to Order ; Correspondence in reference to the seizure of the steam tug, "Sarah E. Bryant," of Buffalo, N. Y., by the Customs authorities at Dunnville.
No. 125	RIVER DU LOUP, FREIGHT: Return to Order; Shewing the number of car loads of the different kinds of freight forwarded from River du Loup into the Maritime Provinces, &c.
No. 126	L'Ass. MPTION RIVER, BRIDGE :- Return to Order; Correspondence relating to the construction of the bridge over L'Assomption River, at L'Assomption. (Not printed.)
No. 127	-INDIAN LAND CLAIMS :Return to Address; Correspondence in reference to the arrears due on account of Indian Land Claims on Lakes Huron and Superior
No. 128	GREEN OF ADAM'S ISLAND:-Return to Order; Instructions given to Mr. John Davidson, the Indian Agent at Dundee, respecting Green or Adams Island, in the St. Lawrence. (Not printed.)
No. 129	VACOINATION-INDIANS, SAGUENAY:-Return to Order; Instructions given to Dr. F. X. Later- riere, of Chicoutimi, as to vaccinating the Indians of the County of Saguenay. (Not printed.)
No. 130	INDIANS ENFRANCHISED :- Return to Order; Return of all Indians who have become enfran- chised within the past ten years. (Not printed.)

No	. 131	ALASKA BOUNDARY : Return to Address; Memorandum of the circumstances that led to th conclusion of the Convention between Great Britain and Russia, o February, 1825, &c. Also, a copy of the most reliable maps and an Reports respecting the Alaska boundary. (Not printed.)
No	. 132	AMET ISLAND BREAKWATER:Return to Order; Estimates of cost of relaying the Ston- Breakwater around Amet Island, in the Province of Nova Scotia. (No printed)
No	. 133.	. RIVER ST. JOHN, N.B.:-Return to Order; Correspondence in connection with Bridge placed across the River St. John, N.B., at Woodstock and at Andover County of Victoria. (Not printed.)
No.	. 134.	ELLA G. MCLEAN, SCHOONER: Leturn to Order; (forrespondence in any way connected with the chartering and purchase of the schooner "Ella G. McLean." (No printed.)
No.	135.	. DESCHAMPS, ANTOINE :- Return to Order; Papers relating to the discharge of Antoine Des champs, Light Keeper of St. Anne's, in the County of Jacques Cartier (Not printed.)
No	1 <b>3</b> 6.	. SIMPSON, GBORGE B., AND SHERWOOD, W. H.:-Return to Order; Correspondence relating to the dismissal of George B. Simpson and the appointment of William H Sherwood as Keeper of the main Lighthouse at Presqu'Isle Harbor (Not printed.)
No.	137.	.PILOTS' FUND : Return to Order; Petition of the Pilots, praying that the Pilots' Fund may be placed under the control of the Government, as it was formerly (Not printed.)
No.	138.	SAUGEEN RIVEE LIGHTHOUSE :- Return to Order; Correspondence relative to the erection o a Lighthouse at the mouth of Saugeen River. (Not printed.)
No.	139	RICHARD, MR. :Return to Order; Correspondence relating to the resignation of Mr. Richard, Lighthouse Keeper at the Brandy Pots. (Not printed.)
No.	140.	PRESQU'ISLE BAY LIGHTHOUSE:-Return to Order; Respecting the site and building of Light house at Presqu'Isle. (Not printed.)
No.	141.	Cox, MR. :Return to Order; Reports in relation to the appointment of Mr. Cox, Keeper o the Lighthouse at Cape Beale. (Not printed.)
No,	142	RIVER ST. LAWRENCE HARBOBS: Return to Order; Contracts for provisioning the Harbors in the River St. Lawrence. (Not printed.)
No.	143	BRITISH COLUMBIA GRAVING DOCK : Message transmitting certain papers having reference to advances to be made to the Province of British Columbia, for the con- struction of a Graving Dock.
No.	<b>14</b> 4	CAPES TORMENTINE AND TRAVERSE :- Report of Survey of Coast in vicinity of Capes Tormen tine and Traverse, in Prince Edward Island, and a suggested Railway with a view to secure Winter communication with the Island.
No.	145	MASON, WILLIAM :- Return to Address; Instructions to Solicitors by the Hon. Rodolphe La flamme, as Her Majesty's Attorn y General, against William Mason, and several others, for trespass upon lands of the Crown upon Presqu'Isle Peninsula. (Not printed.)
No.	146	MIRAMICHI, MARINE HOSPITAL:-Return to Order; Correspondence, "between 1st January, 1877, and 1st January, 1879." in reference to the Marine Hospital at Mira- michi, New Brunswick. (Not printed.)
No.	147	PRESQUE'ISLE PENINSULA, FREE GRANTS:-Return to Address; Correspondence relating to the last survey and proposed sale or free grant of the lands upon Presqu'Isle Peninsula. (Not printed.)
No.	148	INDIAN AGENTS, MANITORA:-Return to Address; Relating to the dismissal of Indian Agents and Indian Superintendents for Manitoba or the North-West Territories. (Not printed.)
No.	149	LOUGHEAD, SANUEL :- Return to Order ; Relating to the dismissal of one Samuel Loughead, Postmaster at Molesworth. (Not printe !.)

<b>No</b> 150	. TALBOT, ACHILLE :Return to Address; Complaint lodged on the 21st August, 1875, by Achille Talbot, Esq., late Deputy Post Uffice Inspector, against certain Post- masters in the County of Montmagny. (Not printed.)
No. 150	Return to Address; Report made on 21st August last, by Achille Talbot, Esq., against Stanislaus Vallée, Esq., Postmaster at Montmaguy. (No printed.)
<b>No.</b> 151	WILKINS, JUDGE:Return to Order; Correspondence in connection with the resignation of Judge Wilkins. (Not printed.)
No. 152	CENTENNIAL EXHIBITION, PHILADELPHIA :Beturn to Order : Shewing the names, etc., of all persons appointed as Commissioners or Secretaries, in connection with the Canadian Exhibit at the Centénnial Exhibition, Philadelphia.
No. 153	WRECKING AND COASTING, CANADIAN WATERS :Return to Order; Correspondence relating to Wrecking and Coasting in Canadian waters.
No. 154	BERTHIER WHARF:-Return to Order; Statement shewing the number of men employed in repairing the wharf at Berthier, Montmagny, in each year since 1874. (Not printed.)
No. 155	TARIFF DESPATCH :- Message ; Despatch on the subject of the Tariff recently introduced to the Legislature.
No. 156.	MITCHELL & Co., SUPPLIES :- Return to Order; Accounts, with prices of goods, etc., furnished to the Department of Marine and Fisheries by the late firm of Messrs. Mitchell & Co., Montreal, etc. (Not printed.)
<b>N</b> o 157.	CUSTOM DUTIES ON SALT, ETC.:-Return to Address; Correspondence on the Customs duties which the Government of Newfoundland levies on salt, barrels, etc., used in the Fisheries, on board Canadian vessels resorting to the coast of Newfoundlaad.
No. 158.	ENGINEERS LICENSED IN CANADA :- Return to Address; For the names and residences of all Licensed Engineers in the Dominion of Canada. (Not printed.)
No. 159.	INLAND REVENUE, P.O., AND CUSTOMS APPOINTMENTS, TORONTO:—Return to Order; Names of all persons appointed in the Inland Revenue, Post Office, and Customs House in the City of Toronto, between 4th November, 1873, and 10th October, 1878. (Not printed.)
No. 160.	'NORTHEEN LIGHT' STEAMBOAT:—Return to Order; Tenders received for the building of the steamboat "The Northern Light," &c. (Not printed.)
No. 161	<sup>4</sup> CANADA GAZETTE,' N B. :-Return to Order; Shewing the names of all officials in New Brunswick who are entitled to receive copies of the Canada Gazette. (Not printed.)
No. 162	LIGHTH USES, RIVER ST. LAWRENCE, OILS :Return to Order; Correspondence in relation to the furnishing of coal oil or other oils for the Lighthouses on the River St. Lawrence, in the Province of Quebec and in the Gulf, since 1873. (Not printed.)
No. 163	REPORT SAULT STE. MARIE RAILWAY : Return to Address; Report and profiles of a survey for a line of Railway from Sault Sainte Marie eastward, made in 1871, by Mr. Murdoch, C.E.
No. 164	TENDERS, PUBLIC WORKS : Return to Order; Statement shewing the dates upon which ten- ders were received for Public Works, &c., between the 1st November, 1873, and the 10th October, 1878.
No. 165	RYLAND, MR:-Return to Address Correspondence, relative to the claim of Mr. Ryland, for interest due him on the Canadian moiety of Chief Justice Carter's awar 1. (Not printed.)
No. 166	WESTERN DEPARTMENTAL BUILDING-EXPENDITURE ON :- Return to Order; Statement shewing the total expenditure in detail, upon the addition made to the Western Departmental Building. (Not printed.)
No. 167	RIDEAU CANAL DAMAGES:—Return to Order; Return of all claims for damages, caused by waters dammed back for the purposes of the Rideau Canal since 1st Jan- uary, 1872. (Not printed.)

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No.	168	DUSSEAULT, J.B.:-Return to Order; Statement shewing all sums paid from the year 1875 up to this date, to Mr. Jean Baptiste Dusseault, Merchant, of L'Islet, in the County of L'Islet, &c. (Not printed.)
No.	169	IRON RAILS :- Return to Order; Statement shewing the quantity of old Iron Rails the Gov- ernment now has at its disposal, &c.
No.	170.	QUEBECREPAIRING WALLS:Return to Order; Statement shewing the sums of money expend- ed for repairing the walls of the Oity of Quebec, between the 1st of August and the 1st of October, 1878. (Not printed.)
No.	171.	RONDEAU <sup>(1)</sup> HARBOB :- Return to Order; Contracts since 1874 for repairs to Rondeau Harbor of Refuge. (Not printed.)
No.	172	MARITIME COURT, ONTARIO :Return to Address ; Cases disposed of by the Maritime Court of Ontario up to 1st March, 1879.
No.	173	CANALS, WELLAND AND ST. LAWRENCE :- Return to Order; Correspondence from Messrs. Booth and others, with reference to supplying oak for the construction of lock gates on the new line of the Welland and St. Lawrence Canals. (Not printed.)
No.	174	PICTOU AND TRUBO RAILWAY :- Return to Order; Correspondence with respect to the transfer of the Pictou and Truro Railway. (Not printed.)
No.	175.	CARILLON DAM AND LOCKS :- Return to Order; Shewing all tenders received for the completion of the Carillon Dam and Locks and Report of Messrs. Shanly and Keefer thereon.
No.	176	FRES PAID COUNSEL BY GOVERNMENT :- Return to Order; Fees paid by the Government to, and the names of all Counsel, &c., employed by the Dominion Government.
No.	177	POSTMASTER, TOBORTO : Return to Address; Accounts rendered by the Postmaster at Toronto, between the first day of July, 1874, up to the first day of July, 1878. (Not printed.)
No.	178	ST. FABIEN POST OFFICE:-Retuin to Order; Correspondence between the Government and the Postmaster of the Parish of St. Fabien, Mr. Vidal Roy, respecting the change in the Post Office of that Parish. (Not printed.)
No.	1 <b>7</b> 9	LESUEUR, ME. :- Return to Order; Reports relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department. (Not printed.)
No.	<b>18</b> 0	FORS YTH, W. F. :- Return to Order; Reports relating to the employment of W. F. Forsyth in the Post Office Department. (Not printed.)
No.	181	ROYAL INSTRUCTIONS :- Return to Address; Correspondence between the Government of Canada and the Government of the United Kingdom, upon the subject of the Royal Instructions, prior to the 5th October, 1878. (Not printed.)
<b>N</b> 0.	182.	3r. FABIEN, P.O.: Return to Order; Correspondence since the 10th of October, 1878, respect- ing the contract for carrying the mail between the Railway Station and the Post Office of the Parish of St. Fabien. (Not printed.)
No.	183	Lévasque, S. :Return to Order ; Complaint brought against Mr. Salutre Lévesque, in his. quality of Postmaster and Mail Carrier, in and for the Parish of St. Donat. (Not printed.)
No.	184	GRANTS OF LAND : Return to Address; Correspondence since the 1st July, 1878, on the sub- ject of Grants of Lands for the encouraging of Immigration and the settlement of lands in the Province of Manitoba and the North-West Territories. (Not printed.)
No.	185	SELEIRE, ELECTORAL DISTRICT OF : Return to Address; Correspondence relating to the recount of ballots at the last Election for the Electoral District of Selkirk, in the Province of Manitoba. (Not printed.)
No.	186.	KAMINISTIQUIA RIVER, DREDGING OF Return to Order; Correspondence relative to the dredging of the Kaministiquia River, and the practicability of forming a Harbor, &c.
No.	187	RAILWAY STATISTICS OF CANADA: Reports for 1877-8. (Prinied in English as No. 188.)

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No. 188.	NORTH-WEST MOUNTED POLICE:-Return to Order; Expenditure during 1876, 1877 and 1878 on account of the North-West Mounted Police, with Statement of moneys paid to J. G. Baker & Co., of Fort Benton, Montana Territory, U.S.
No. 189	CUBLIC SERVICE OF CANADA :Return to Address ; Statement shewing the names of all persons who received any appointment or engagement, either permanent or tem- porary, in the Public Service of Canada, between the tenth day of October last and the first day of April, instant.
No. 190	BRITISH COLUMBIA, INDIAN RESERVES :- Return to Address; Correspondence between the Government of Canada and the Commissioners of the Indian Reserves in British Columbia. (Not printed.)
No. 191	GLENDON' STEAMER :Return to Order; Papers connected with the purchase, repairs, and sea-worthiness of the Steamer "Glendon." (Not printed.)
No. 192	RIVIÈRE DU LOUP BRANCH, G. T. R. :Correspondence respecting the Rivière du Loup Branch of the Grand Trunk Railway.
No. 193	WINDSOR AND ANNAPOLIS RAILWAY :- Return to Order ; Gross earnings, year by year, of the Windsor Branch Railway, from the 1st January, 1872, to the 1st August, 1877. (Not printed.)
No. 194	FORT FRANCES LOCK :Return to Order ; Expenses incurred in connection with the building of the Fort Frances Lock up to the 1st day of January, 1879. (Not printed.)
No. 195	DOMINION RAILWAYS, PERSONS EMPLOYED, &c. :Return to Order; Number of persons em- ployed on the 31st December last on each of the railways of the Dominion, &c. (Not printed.)
No. 196.	KINCARDINE HARBOR WORKS :Return to Order; Expenditure in Kincardine, County of Bruce, in connection with Harbor Works from the 1st May, 1873, to the last of October, 1878. (Not printed.)
No. 197	RINCE ARTHUR'S LANDING HARBOR :Return to Order; Documents in reference to the Harbor of Prince Arthur's Landing. (Not printed.)
No. 198 .	I ATANE AND RIVER BLANCHE :- Return to Order ; Statement shewing the nature of the work done at Matane and at River Blanche, in Rimouski, from 1st July to 10th October, 1878. (Not printed.)
No. 199.	кск, Тномая:—Return to Order; Correspondence relative to an increase of salary to be , paid to Thomas E. Peck, Customs Officer, Nanaimo. (Not printed.)
No. 200	RA WBACK ALLOWED ON CANADIAN GOODS :- Return to Order; Shewing what drawback was allowed on goods manufactured in Canada in 1877 and 1878 and exported.

#### (89)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879:-For copies of all correspondence between the Governments of the United States and Canada in relation to Canadian Vessels, bound for Lake Michigan, reporting at Port Huron instead of at Sheboygan, as is the practice at present under the existing regulations of the United States Customs.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 2nd April, 1879.

The Earl of Dufferin to the Secretary of State for the Colonies.

OTTAWA, 18th March, 1873.

My LORD,—I have the honor to enclose a minute of the Privy Council on a memorial from the Dominion Board of Trade respecting an obligation imposed by the Government of the United States on Canadian Vessels navigating Lake Michigan to report at Duncan City, and the delay and loss thereby occasioned to owners of Canadian Vessels.

> I have, &c., (Signed) DUFFERIN.

The Right Honorable The Earl of Kimberley, &c., &c., &c.

COPY of a Report of a Committee of the Hon. the Privy Council of Canada, approved by His Excellency the Governor-General in Council, on the 17th March, 1873.

On a memorial from the Dominion Board of Trade, addressed to Your Excellency in Council, representing that during the civil war in the United States, it was deemed necessary by the United States Government to impose an obligation upon all Canadian vessels navigating the waters of Lake Michigan, to call and report at Duncan

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City, in the Straits of Mackinac, and that in consequence of these restrictions great detriment had resulted to the vessel owners by the loss of time occasioned by this enforced stoppage and delay, and requesting that such representations might be made to the Government of the United States as might lead to the speedy removal of such restrictive regulations.

The Hon. the Minister of Marine and Fisheries recommends that a copy of the memorial be forwarded through the usual channel to Her Majesty's Government, with the request that the matter be brought under the attention of the United States Government, with a view to the unnecessary restrictions to Canadian vessels being removed as soon as possible.

The committee concur in the above recommendation and submit the same for Your Excellency's approval.

Certified.

(Signed)

W. A. HIMSWORTH, Clerk of the Privy Council, Canada.

To His Excellency the Earl of Dufferin, &c., &c., Governor-General of Canada, in Council.

#### MONTREAL, 1st March, 1873.

The memorial of the Dominion Board of Trade very respectfully sheweth :----

That representations have been made to your memorialists to the effect that during the eivil war in the United States, the Treasury Department of the Government at Washington, for prudential reasons, deemed it necessary to impose an obligation upon all Canadian vessels navigating the waters of Lake Michigan, to call and report at Duncan City, in the Straits of Mackinac, in consequence of which restriction great detriment has been the result to vessel owners by the loss of time occasioned by this enforced stoppage and delay.

That the reasons then alleged for such enforced stoppage and delay have long since ceased to exist; that therefore the continuance of the regulation causes unnecessary detention and loss, and that the restrictions ought not to be longer continued.

That the subject was brought under the consideration of the Dominion Board of Trade at its recent annual meeting, held in Ottawa City, when the following preamble and resolutions were unanimously adopted :---

Whereas, the Customs Regulations of the United States requiring all Canadian vessels bound for Lake Michigan ports to call at Duncan City and obtain permit to proceed to destination, causes much inconvenience and delay to the vessel interests of Canada, be it therefore

Resolved, "That the Council be instructed to bring the subject to the attention of the Governor-General in Council, with the view of obtaining such modification of the instructions from the Secretary of the Treasury Department of the United States as will remove the inconvenience complained of."

That your memorialists entertain the belief that the question of removing the aforesaid restriction has only to be brought to the notice of the United States Government to secure its immediate revocation;

Wherefore, your memorialists beg most respectfully to solicit, in the interests of Canadian Lake Commerce, that Your Excellency in Council will be pleased to make such representations to the Government of the United States as may lead to a speedy removal of the restrictive regulation herein referred to.

(Signed) HENRY FRY,

President.

Signed in name and on behalf of the Dominion Board of Trade.

(Signed) WM. J. PATTERSON,

Secretary.

The Secretary of State for the Colonies to the Earl of Dufferin.

(Canada, No. 169.)

#### Downing STREET, 5th June, 1873,

My LORD,—I communicated to the Secretary of State for Foreign Affairs a copy of Your Lordship's despatch No. 77, of the 18th of March, with the report of the Privy Council respecting the regulation of the United States Treasury Department, which imposes upon Canadian vessels the obligation to touch at Duncan City before entering Lake Michigan for commercial purposes.

I transmit to you herewith for the information of your Government a copy of a despatch which has been received through the Foreign Office from Her Majesty's Minister at Washington on this subject.

#### I have, &c.,

#### (Signed) R. H. MEADE,

#### for the EABL OF KIMBERLEY.

Governor-General

The Right Honorable

The EARL OF DUFFERIN, K.P., K.C.B., &c. &c. &c.

ac.

#### Sir E. Thornton to Earl Granville.

#### WASHINGTON, 19th May, 1873.

My LORD,—With reference to Your Lordship's despatch, No. 20, of this series, and of the 16th ultimo, I have the honor to inform you that I have made inquiries with regard to the regulation of the United States Treasury, which imposes upon Canadian vessels the obligation to touch at Duncan City before entering Lake Michigan for commercial purposes.

I find that this measure was not adopted during the recent civil war, but that in October, 1866, it was first ordered that all merchant vessels, both those of the United States and of Canada, should, before entering Lake Michigan, touch at Mackinaw, on the north side of the Straits of that name, and should there exhibit their manifests to the Collector of Customs, who was to take a copy of them and countersign the originals. The Collectors at the ports in Lake Michigan were directed to see that the manifests were so countersigned, and not to admit vessels to entry unless this formality had been observed.

It was subsequently thought that Duncan City would be a more convenient port for the above purpose, and in May, 1867, it was ordered that at this port the formalities which had been previously carried out at Mackinaw should be observed.

I understand that the prevention of smuggling was the principal object of the regulation, and that as it has proved very effective it is not likely that the Treasury Department will consent to its being annulled.

#### I have, &c.,

#### (Signed) EDWARD THORNTON.

The EARL GRANVILLE, K.G., &c. &c. &c.

#### (90)

To an ORDER of the House of Commons, dated 24th March, 1879;—For a Return shewing the names, rank and regiment of all officers of the Active Militia who offered their services during the time it was thought likely war would take place between Great Britain and Russia; also, the names of those who volunteered, not of the regula<sup>r</sup> Militia.

By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 5th April, 1879.

### RETURN

#### (91)

To an ORDER of the HOUSE OF COMMONS, dated 27th February, 1879; For copies of:—1st. The instructions given to the Engineers and Superintendent of works on River du Loup Pier, in the County of Temiscouata in 1878; 2nd. A statement of the number of men employed on the said works in the months of August and September last, respectively; 3rd. The quantity of timber purchased at Quebec and from whom, and the price; the quantity purchased at River du Loup and the price; 4th. The manner in which the old timber was disposed of as well as the new timber which was not used.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th April, 1879.

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

(92)

To an ORDER of the HOUSE OF COMMONS, dated the 19th March, 1879;— For copies of the correspondence relating to the transmission, during the recent Dominion Elections, of a certain letter, marked private and confidential, then on file in the Post Office Department, Ottawa, to a voter in the East Riding of Northumberland.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 28th April, 1879.

# RETURN

(93)

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879;— For a Return shewing the distance traversed, and the amount paid for the carriage of the Mails between Drummondville, Wendover and Simpson, up to the 30th December last.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 25th April, 1879.

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

#### (94)

To an ORDER of the HOUSE OF COMMONS, dated 4th March, 1879;—For copies of Contract for Mail Service with Steam Navigation Company of Prince Edward Island, at the time the Island entered Confederation; also, copies of documents relating to any alteration that may have taken place and all correspondence in relation thereto.

#### By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 25th April, 1879.

# RETURN

#### (95)

To an ADDRESS of the HOUSE OF COMMONS, dated 17th March, 1879;— For a copy of the Order in Council, authorizing an arrangement to be made with R. W. Prittie and others, relating to the introduction and settlement of settlers in the Province of Manitoba; all correspondence connected therewith, and any claims for compensation for such alleged services.

#### By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 25th April, 1879.

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

#### (96)

To an ORDER of the House of Commons, dated 24th March, 1879;— For a copy of any correspondence from the Warden of the St. John Penitentiary, or any person in his behalf, relating to the Inspector, Mr. Moylan's, Report of the investigation of Mr. Ketchum, the Warden.

#### By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 29th April, 1879.

# RETURN

#### (97)

To an ORDER of the HOUSE OF COMMONS, dated 17th March, 1879;-For a copy of Inspector Moylan's report of the investigation of the case of Mr. Ketchum, Warden of the St. John, N.B., Penitentiary.

By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 29th April, 1879.

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

(98)

To an ADDRESS of the HOUSE OF COMMONS, dated 21st April, 1879: For copies of all correspondence between the Government of New Brunswick and the Government of the Dominion, relating to certain claims preferred by the former against the latter Government; also all Orders in Council relating to the same, since the first day of April, 1878. (In part.)

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 29th April, 1879.

> OFFICE OF THE CLEBK OF THE PEACE, CITY AND COUNTY OF SAINT JOHN,

> > ST. JOHN, 18th January, 1875.

SIR,—I have the honor to enclose herewith a memorial of the Justices of the City and County of Saint John to His Excellency the Governor General, of which the object is to place before His Excellency and the members of his Government in as clear and succinct a manner as possible, the rights reserved to this City and County in what is now known as "The St. John Penitentiary," and to pray that these rights may be regarded and maintained in dealing with the questions which have already arisen, and, to some extent, been recognized by the Dominion Parliament. And I am respectfully to request you to lay the memorial before His Excellency at the first suitable opportunity.

I am also desired to inform you that James A. Harding, Esq., High Sheriff, and Robert Marshall, Esq., a Justice of this City and County, who are now on their way to Ottawa, to attend a meeting of the Board of Trade, have been delegated by the Sessions to wait upon His Excellency, or any one or more of his Ministers whom he may appoint, for the purpose of discussing the matter, and of affording such information as they may be able to give, if desired.

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

The Honorable The Secretary of State, Ottawa. 98-1

#### (Signed) H. W. FRITH, Clerk of the Peace

#### To His Excellency the Right Honorable the Earl of Dufferin, Viscount and Baron Clandeboye of Clandeboye, K.P., K.C.B., Governor General of Canada, &c., &c., &c.

The memorial of the Justices of the City and County of Saint John, in the Province of New Brunswick, in Sessions, humbly sheweth that in consequence of the City of Saint John being a seaport, and most populous town in the Province of New Brunswick, the said City and County of Saint John is much more seriously affected than any other part of the Province by the Legislation which has taken place, since the confederation of the said Province with Canada and Nova Scotia, in reference to the Penitentiary in New Brunswick, and by which it appears to be intended very shortly to exclude from such Penitentiary all convicts sentenced for less than two years.

Your memorialists therefore respectfully beg to call your Excellency's attention to the following facts in regard to the rights which this City and County separately, and also in common with the other Counties of New Brunswick, has always hitherto had and enjoyed in such Penitentiary, That is to say :--

1. That the tract of land situate in the Parish of Simonds, in the said City and County of Saint John, upon which the prison, known as the "Saint John Penitentiary," now stands, was, in the year 1838, purchased by the said Justices for the purpose of erecting thereon a House of Correction for the said City and County.

2. That between that period and the year 1841 a stone building which forms part of the Penitentiary as it at present exists, together with a residence for the keeper and other subordinate buildings, were erected by the said Justices.

3. That in 1841, the Government and Legislature of New Brunswick, feeling, as the Act says, the great benefit which would arise from extending the advantages of the institution to the whole Province, caused an Act to be passed to authorize its sale and transfer to the Government.

4. That consequently, under and by virtue of the Act of Assembly of New Branswick, 4th Vic., Cap. XLIV., the said buildings so erected by the said Justices with the tract of land and premises aforesaid, were surrendered to Her Majesty the Queen, and then became and were used and known as the Provincial Penitentiary of New Brunswick.

5. That part of the terms of transfer made and agreed upon by and between the said Justices and the Province of New Brunswick, was the reservation to the said Justices of the right in perpetuity to commit to the said House of Correction or Penitentiary all vagabonds, suspicious and disorderly persons within the said City and County, and the further right in common with all the other counties of the Province, to cause all persons sentenced to imprisonment with hard labor and confined in the county gaol to be removed thereupon to the said House of Correction or Penitentiary, as by reference to the 14th and 15th sections of the said recited Act, here following, will more fully appear, That is to say:—

"14, And be it further enacted, That it shall and may be lawful for the Mayor, Recorder and the Alderman of the said City or either of them and Her Majesty's Justices of the Pence for the said City and County for the time being, or either of them to take up and arrest or by warrant to order to be taken up and arrested all and any rogues, vagabonds, stragglers, idle, suspicious or disorderly persons within the said City and County, and to order such rogues, vagabonds, stragglers, idle, suspicious or disorderly persons to be committed to the said House of Correction, there to remain and be kept to hard labor for any time not exceeding forty days.

"15. And be it further enacted, That it shall and may be lawful for the Justices of the Peace in and for any County or City and County of this Province in General Sessions or in any Special Sessions to be for that purpose held, to cause all prisoners sentenced to imprisonment with hard labor and all vagrants, rogues, vagabonds, stragglers and other idle, suspicious or disorderly persons at such time in confinement in the Common Gaol or Workhouse of the said County or City and County under and by virtue of any conviction, to be removed from such Common Gaol or Workhouse and to be carried, conveyed and taken to the said House of Correction, and to make such necessary orders and regulations for the carrying and taking such persons together with the necessary costs and charges of the same as to them the said Justices may seem fit, and the keeper of the said House of Correction shall forthwith receive such person or persons into his custody, and the said person or persons where so removed and placed in the said House of Correction shall remain there and be kept to hard labor until the several and respective terms of punishment shall expire."

6. That up to the time of Confederation of the said Provinces, the rights thus reserved and secured to the said City and County were never questioned, but on the contrary were fully recognized and maintained in the year 1854 by the Government and Legislature of the Province, as will appear by reference to the revised Statutes of the Province passed in that year, Cap. 91, sections 12, 13 and 14.

7. That under and by virtue of the British North America Act of 1867, and a subsequent Act of the Dominion Parliament, namely, 31 Vic. Cap. LXXV., the institution and premises above mentioned passed over to the Dominion of Canada, and, inadvertently, as your memoralists conceive, without any reference to the vested rights of the said Justices and of the said City and County of Saint John therein.

8. That in 1869, by 32-33 Vic., Cap. XXIX., it was enacted that imprisonment for any term short of two years should be in a Common Gaol, or some prison or place other than the Penitentiary, but by sec. 96 of the same chapter, the Provinces of Nova Scotia and New Brunswick were exempted from the operation of this Statute.

9. That in 1870, by 33 Vic., Cap. XXX., this exemption was repealed, subject to the provision that such repeal should not take effect in the case of one-year convicts prior to the 1st May, 1873, and of two-years convicts prior to the 1st May, 1874.

10. That in 1873, by 30 Vic., Cap. LII., the periods last above named were further extended, that is to say: In the case of one-year convicts to 1st May, 1875, and in that of two-years convicts to 1st May, 1876.

11. That all the above-cited Statutes apply equally to the Provinces of Nova Scotia and New Brunswick, and that in none of them are recognized in any way the clear and inalienable rights of the said City and County of Saint John, reserved as above mentioned by the said Acts of Assembly, and subject to which the said lands and buildings were originally transferred to the Provincial Government.

12. That a reference to the statistics of the said Penitentiary from its establishment will show that fully ninety per cent. of all the convicts sent thereto are from the City and County of St. John, and that, of these, above ninety-five per cent. are under two-years convicts.

13. That as your Memoralists conceive, it is a matter of public faith that the rights reserved to the said City and Courty, should be specially regarded and maintained by the Dominion Legislature and Government, as they doubtless would have been by the Assembly and Government of New Brunswick, had Confederation not taken place.

Your Memorialists therefore pray that Your Excellency will cause the subjectmatter of this memorial to be enquired into, and, if the statements therein set-forth and contained, be found correct and true, and your Memorialists believe they cannot be gainsaid or disputed, will direct such steps to be taken as will ensure to your memorialists and the said City and County of Saint John, the continuation in perpetuity of the rights so reserved as afo: esaid, or that such other provision for dealing with the class of convicts which, under the existing law, will shortly be shut out from the said Penitentiary, be made in the premises as will relieve this City and County from the great loss and detriment to which it would be subject, and will also prevent the violation of the terms upon which the institution and premises aforesaid passed out of the said sessions, and subsequently became the property of the Dominion of Canada.

And as in duty bound your Memorialists will ever pray.

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In witness whereof, your Memoralists have caused to be hereunto affixed the Seal of the General Sessions of the said City and County, this sixteenth day of January, one thousand eight hundred and seventy-five.

(Signed)

A. CHIPMAN SMITH, Mayor.

H. W. FRITH, Clerk of the Peace.

#### OTTAWA, 14th February, 1878.

SIR,-We have the honor, at the instance of the Government of New Bruoswick to draw attention to the existing legislation respecting penitentiaries.

It is the opinion of the Government of New Brunswick that that legislation, in so far as it provides that, subject to certain temporary exceptions, no prisoner sentenced for a shorter term than two years, shall be admitted to the penitentiary, is, in its application to our Province, at variance with the obligations of Canada under the terms of Union.

This matter was the subject of a representation to the Government of Canada in a letter, dated 2nd October, 1871, and addressed to the Hon. Joseph Howe, then Secretary of State for the Provinces, by Messrs. Hatheway, Stevenson and Wedderburn, representing the Government of New Brunswick.

We beg leave to refer to a copy of this letter, at page 138, of the Journals of the House of Assembly, of New Brunswick, for the year 1877.

At the last ordinary Session of the Legislature, a committee was appointed to report upon the fact connected with the adoption, by the Province, of the penitentiary at St. John. The report of this Committee is set out at pages 197 to 209, of the same Assembly Journals, to which we also beg leave to refer.

The exception thus far made in favor of Nova Scotia and New Brunswick, had led to the hope that it might be made a permanent provision of this Act; but, as the step taken to erect a penitentiary at Dorchester for the Maritime Provinces seems to indicate an intention to discontinue this exception, we would restate the views entertained by the New Brunswick Government. Whatever doubt may exist as to whether it is any part of the duty of the Provincial Legislature to provide for the punishment of persons convicted of offences against the laws of Canada; and, whatever duties may be imposed upon the Provincial authority by the power to legislate upon the administration of justice, and the establishment, maintenance and management of public prisons, these duties are certainly limited by the obligation of the Dominion in respect of penitentiary management and maintenance.

No technical meaning can be assigned to the term "penitentiaries," as it occurs in clause 91 of the Act of Union, and recourse must, therefore, be had to the state of the laws and facts existing in the different Provinces at the time of Union, in order to determine the extent of obligation assumed by Canada.

It may well be that in some of the Provinces, prior to Union, the law respecting admission to the penitentiary was similar to that now in force in Canada. And, if so, such Provinces have no reason to complain if effect is given to what in their case was clearly intended. But, in New Brunswick, at the time of Union, and ever since the establishment of the penitentiary in 1842, the penitentiary was in fact and in law an institution where all prisoners, sentenced to imprisonment with hard labor, were to be held for purposes of punishment.

The revised Statutes, chapter 91, section 14, enacted that "whenever by any law authority is or may be given to imprison any person in any house of correction or gaol, with hard labor, or in the penitentiary, such imprisonment may be in the penitentiary with hard labor."

This provision of the law was well known, and when the Dominion took upon itself the establishment, maintenance and management of penitentiaries, this was

read in New Brunswick in the sense in which the terms were understood in that Province, and it was supposed that the Province was thenceforward to be relieved from the customary charges on penitentiary account.

If it is once admitted that Canada may ignore the state of facts existing at the time of Union, as determining the meaning and scope of the terms of Union, the matter becomes simply one of discretion for one of the parties to Union. And the obligation assumed by Canada may practically be shifted over upon the Provinces by still further narrowing the conditions of admission. As it is, the effect of the present law would be to relieve the Dominion from the charge of the more numerous and least remunerative of the prisoners heretofore confined in the penitentiary. On this point, we beg to refer to the report of the Committee of the Assembly, at pages 208 and 209 of the Journals of the Assembly already referred to.

It can be readily understood how the same authority having charge of all criminals, should, for its own convenience, or for purposes of better management or discipline, discriminate between long and short term prisoners, and establish separate penitentiaries or separate departments for each class; but the necessity for such discrimination affords no reason for the proper authority relieving itself of all liability in respect of one or other of these classes.

It is hardly necessary to point out that in our view the power given to the Dominion to legislate with regard to the "management" of peniterciaries must be exercised with due regard to the express and implied obligations arising out of the taking over of the penitentiaries, and in subordination of the proper meaning of the term "penitentiary," as applied in the case of the several Provinces. This would still leave a large sphere for the exercise of the power of management. We also desire to point out that the St. John Penitentiary, then known as the St. John House of Correction, was taken by the Province as a Provincial Penitentiary in the year 1842, and that, connected with the financial arrangements, it was agreed on the part of the Province that all persons convicted of minor offences in the city and county of St. John might be imprisoned in the Provincial Penitentiary.

The Dominion of Canada having succeeded to the Province of New Brunswick in ownership of the penitentiary, it is urged by the municipal authorities of St. John, with apparent conclusiveness, that the Dominion authorities should carry out the arrangement entered into between the city and county and the Province; and the observations already made as to the general subject are applicable to this special claim as well.

We would refer to the report of the Assembly Committee as setting out the facts in this connection. The whole matter is one of great importance to the people, not only of the city and county of St. John, but of the entire Province.

In submitting this matter for consideration we claim :

1st. That the Act 33 Vic., cap. 30, does not carry out the spirit and intention of the Act of Union, and that under the terms "the establishment, maintenance and management of penitentiaries," Canada is liable for the care of all prisoners punishable under the criminal laws of Canada, whether sentenced for two years or under, and that the Dominion Parliament cannot relieve itself from this burden by any legislation.

2nd. That, in the case of the St. John Penitentiary, the Dominion Government is vested with the property of that institution, subject to the right of the City and County of St. John to have all its short-term prisoners cared for therein, as provided in the agreement between the Province and the City and County of St. John.

3rd. That the St. John Ponitentiary be retained by the Dominion authorities for the short-term prisoners, as at present, or that, saving the right as existing at the time of the Union, to send minor offenders to the St. John Penitentiary, all persons convicted upon indictment be confined in the St. John Penitentiary or the Dorchester Penitentiary, according as the Dominion may see fit.

4th. That, in any event, such provision should be made as would prevent there

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being thrown upon the Province, or any of its counties, a burden not contemplated by the Act of Union.

Respectfully asking for this matter the favorable consideration of the Privy Council,

We have the honor to be, Sir,

Your obedient servants,

(Signed)	R. YOUNG,
	JNO. JAS. FRASER,
"	J. H. CRAWFORD.

The Hon. R. W. Scott, Secretary of State, Ottawa.

#### COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General, on the 3rd March, 1879.

The Committee have had under consideration the Report, dated 29th December, 1878, from the Honorable the Minister of Justice, having reference to the subject of existing legislation respecting Penitentiaries in so far as it relates to New Brunswick, and they respectfully submit their concurrence in the said Report and advise that the same be approved, and that the conclusions therein arrived at as to the memorial of the Justices be communicated to the Mayor of St. John, on their behalf, by the Secretary of State, and that a copy of the said Report be also transmitted by him to the Lieutenant-Governor of New Brunswick, for the information of that Government.

Certified.

(Signed)

W. A. HIMSWORTH, Clerk, Privy Council.

To the Honorable The Secretary of State, &c.

> DEPARTMENT OF THE SECRETARY OF STATE OF CANADA, OTTAWA, 8th March, 1879.

SIR,—I have the honor to transmit to you herewith, for the information of your Government, a copy of an Order of His Excellency the Governor-General in Council, of the Report therein referred to on the subject of the St. John Penitentiary in relation to short-term prisoners.

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

(Signed)

EDOUARD J. LANGEVIN, Under-Secretary of State.

To His Honor

The Lieutenant-Governor of New Brunswick, Fredericton.

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#### DEPARTMENT OF THE SECRETARY OF STATE OF CANADA, OTTAWA, 13th March, 1879.

SIR,—I am directed to inform you that the memorial of the Justices of the City and County of Saint John, on the subject of the convicts sentenced to short terms of imprisonment in the Saint John Penitentiary, has received the consideration of the Government.

I am now to state that His Excellency the Governor-General has been advised that (as report of the Minister of Justice, pages 96 and 97, marked in pencil).

I am further to state that it is intended that when the Dorchester Penitentiary is ready for occupation the Saint John Penitentiary will be proclaimed to be no longer a penitentiary.

I am to add that His Honor the Lieutenant-Governor of New Brunswick has been fully communicated with on the subject.

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

(Signed)

EDOUARD J. LANGEVIN, Under Secretary of State.

To His Worship the Mayor of Saint John, N. B.

> GOVERNMENT HOUSE, FREDEBICTON, N. B., 13th March, 1879.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 8th instant, transmitting for the information of my Government, a copy of an Order of His Excellency the Governor-General in Council, and of the report therein referred to on the subject of the Saint John Penitentiary, in relation to short term prisoners.

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

> > (Signed) ED. B. CHANDLER.

Under Secretary of State, Ottawa.

GOVERNMENT HOUSE, FREDERICTON, N. B., 22nd March, 1879.

Sig,—I have the honor to transmit herewith a copy of a minute of my Executive Council, approved of by me on the 17th instant, together with the memorandum of the Provincial Secreta y, on the subject of the Penitentiary at Saint John, and the imprisonment of short term prisoners therein

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

> > (Signed)

ED. B. CHANDLER,

Lieutenant-Governor of New Brunswick.

The Honorable

The Secretary of State, Ottawa.

COPY of a Report of the Executive Council, approved by His Honor the Lieutanant-Governor in Council, on the 17th March, 1879.

The Committee of Council have had under consideration the memorandum of the Provincial Secretary, dated the 17th day of March, instant, referring to the despatch of the Federal Government, and the report of the Honorable Minister of Justice on the subject of the Penitentiary at Saint John, and the imprisonment of short term prisoners therein, and recommend that the memorandum be adopted.

The Committee advise that a copy of this minute and of the memorandum be submitted to the Honorable Privy Council.

Certified.

(Signed) L. A. H. STRATON, C. E. C.

The Provincial Secretary submits the following memorandum :

I have had under consideration the report of the Honorable the Minister of Justice, approved by the Honorable the Privy Council, on the subject of the Saint John Penitentiary as to short-term prisoners.

As it will be observed, the report is voluminous, and bears date the twentyninth day of December, 1878; it was not received by this Government until the thirteenth day of March instant.

It is quite impossible at present to consider the reasons urged by the Honorable Minister of Justice for the adoption of the report. I may be permitted to say, with great deference, however, that I am quite unable to accept as at all conclusive the reasoning of the Minister of Justice, or the result at which he has arrived in respect of the rights of this Province in the premises. It is abundantly clear, I submit, that matters of a very grave character and important in their bearing upon the subject under discussion, the full consideration of which is quite essential to a right determination of the claim of this Province, have been wholly overlooked by the Minister of Justice.

I may refer briefly to one matter of no little importance in the consideration of the whole subject.

The Honorable Minister of Justice says, "It is true that no technical meaning has been assigned to the word 'penitentaries' as appearing in the 91st section, neither has any technical meaning been assigned to the word 'prisons' as appearing in the 92nd section B. N. A. Act. That the statutes assume that a difference between penitentiaries and prisons does exist as unquestionable. The words themselves have no definite distinctive meaning. There must, therefore, be power somewhere to declare what the difference between them is, as the B. N. A. Act does not itself declare The difference cannot be looked for in the structure of the buildings themselves; it. it must I think be found in the power, so to speak, by the penitentiaries and prisons respectively to retain in custody those who may be sent there for confinement. If such be the case, it must follow that the Legislative body which has the authority to fix the sentences which may be passed upon persons convicted of crime, not only as to duration, but also as to the place of confinement has practically the power to declare the difference between a penitentiary and a prison. I am of opinion that this power rests with the Parliament of Canada under 91st section of the B. N. A. Act, and that the power to legislate upon criminal law, including procedures in criminal matters, taken in connection with the general power to make laws for the peace, order and good government of Canada gives to the Parliament of Canada the right to declare what the minimum sentence of persons confined in a penitentiary established, maintained and managed by Canada must be."

There are many observations which might be made on this argument of the Honorable Minister of Justice, but at present I confine myself to a limited consideration of it. I apprehend that, according to the reasoning of the Honorable Minister of Justice, it can scarcely be denied that the Legislature of New Brunswick, before Confederation, had the power to declare the difference between the words " penitentiary " and "prison." If it be true, as admitted by the Honorable Minister of Justice, that the Legislative body which has the authority to fix the sentences which may be passed upon persons convicted of crime, has practically the power to declare this distinction, it must follow that before Confederation that power was vested in the Legislature of New Brunswick, which had also the power to legislate upon criminal law, including procedure in criminal matters. It is undenied that prior to Confederation the Legislature of New Brunswick exercised that power; that in the exercise of that power, the Legislature did declare that the house of correction (as it was originally called), chould, upon and after a certain day, be and become the Provincial "Penitentiary" of New Brunswick with all that is implied in the meaning, technical or otherwise, of the word "penitentiary" as distinguished from the word "prison;" that not only was this power exercised by the Legislature of New Brunswick without challenge or interruption, but was recognised by successive statutes, and was acquiesced in and acted upon by all the Courts of Criminal Judicature of the Province-in a word, all the powers which it is now claimed rest in the Parliament of Canada in this behalf, were, up to the time of Confederation, vested in and exercised by the Legislature of New Brunswick. When the terms of Confederation were agreed upon by the conferences of Quebec and London, and when the B. N. A. Act passed the Imperial Parliament, and was accepted by the Province of New Brunswick, this Province had in existence, as it had for many years before, an "established and declared Provincial Penitentiary," in which, under the laws then existing, short term prisoners had been and were confined. By the B. N. A. Act the Dominion of Canada assumed the "establishment" of penitentiaries where none had been established already, and "the maintenance and management of penitentiaries" already established. The Penitentiary of St. John, I have said, was an "established" institution, a "declared" Penitentiary, to which contain liabilities and obligations attached, and the Statutes of New Brunswick, with which it must be presumed the promoters of the B. N. A. Act were quite familiar, had also declared that what are now called short term prisoners should be imprisoned therein. Then, what did the Dominion of Canada "assume?"

It assumed the penitentiary as then an established and declared "penitentiary," and its properties, liabilities and obligations, and also its "maintenance and management," as then it existed, in subjection to recognized rights of the Province, Canada recognized the full scope and effect of that assumption, and acted upon the laws of the Province then in force and the prevailing system, without comment or dissent, up to some time after the Inspector of Prisons, in his report for the year 1869 (I think), directed attention to the difference between the laws of New Brunswick and those of other Provinces on this subject, and to his opinion, of the impropriety of imprisoning long and short term prisoners in the same place of confinement. Can it be fairly contended in law or equity that the Dominion, in the absence of any declaration to that effect, assumed less of the "maintenance" of the penitentiary than was borne by New Brunswick? Was it for a moment so supposed or considered by any of the parties represented at Quebec and London; and, if any such proposition had been made, is it reasonable to suppose that the representatives of New Brunswick would have consented thereto without some equivalent for the great expense thereby sought to be laid on the Province?

The words of the British North America Act are full, unlimited and unrestricted as to the transferrence of the penitentiary properties and revenues to the Dominion, and are they less comprehensive as to the assumption of the attaching liabilities and obligations? and ought it now be determined by the Federal Government to restrict and limit the language and operation of the Act as to the "maintenance" of the penitentiary, to the serious pecuniary loss of New Brunswick, by legislation not foreshadowel by the B.N.A. Act, not contemplated in the discussion of the principles and provisions and intentions of the Act or at all considered in the settlement of the financial terms of the Union, and in direct hostility to the laws of long recognized rights of the Province? I humbly submit that Canada assumed the "maintenance and management" of the Provincial Penitentiary of New Brunswick, now denominated by the legislation of the Parliament of Canada, the "Penitentiary of Saint John," as it was established and maintained and existed up to and at the time of Confederation, with all the liabilities and obligations, as well as the rights involved; and that the narrowing the responsibility by refusing to maintain the short term prisoners in the manner proposed by the Federal Parliament, is contrary to strict faith with the people of New Brunswick and the intention and reasonable interpretation of the B.N.A. Act. Nor can I for a moment see any force in the argument of the Honorable Minister of Justice that the recognition and preservation of the rights of this Province ought to be at all contingent upon the nature of the legislation on the same subject which obtained in other Provinces before Confederation. As the penitentiaries and prisons existed at the time of the Union in other Provinces they were accepted by Canada, and their management and maintenance assumed; and in like manner, was the penitentiary at Saint John and its management and maintenance assumed.

If the argument of the Honorable Minister of Justice is tenable, we have only to look, and look with amazement, at the length to which it may be carried. If Canada did not assume the maintenance of the penitentiary of New Brunswick as it was, under and subject to the obligations attached to it, and the laws relating to the admission of prisoners therein as then existent, it must follow that the Parliament of Canada may at any time, and from time to time, further relieve Canada by providing that prisoners sentenced for a term less than three or five years shall not be sent to the Dorchester Penitentiary; indeed it may go so far as to declare that only persons convicted of the greatest crimes, or sentenced for a long term of years or for life, shall be admitted there. The Parliament of Canada has the exclusive right to declare what shall be a "crime," and to constitute, so to speak, new "indictable offences;" and, as contended by the Honorable Minister of Justice, the right also to fix the sentences which may be passed upon persons convicted of crime, not only as to duration, but also as to the place of confinement; therefore, the practical and inevitable effect of such a concession to the Parliament of Canada, if unrestricted by the laws, liabilities and obligations which affected and attached to the penitentiaries at the date of Confederation, is to admit this absolute authority of the Dominion Parliament by one Statute after another, further to relieve Canada almost wholly from the responsibility of maintaining in prison prisoners convicted of crime, declared to be criminals by Parliament, and to fix such sentences as to duration and place of confinement as the Dominion Parliament shall determine, and thereby throw a most vexatious and unforeseen burden and tax upon the people of this Province. But I do not pretend, at this time, to exhaust even this branch of the discussion; and I cannot, under existing circumstances. proceed to the consideration of the other portions of the report of the Honorable Minister of Justice.

I submit the Government of this Province, if it agree with me that the report of the Honorable Minister of Justice is open to very serious objection, may very fairly claim the privilege of discussing with the Federal Government, or the Honorable Minister of Justice, the conclusions he has reached in the matter and the premises from which those conclusions have been drawn. In the meantime, I recommend that this Government respectfully but firmly protest against the decision of the Honorable Privy Council.

Pending further discussion, however, it is quite clear that the laws of Canada, which affect the penitentiary at Saint John in relation to short-term prisoners will come into operation in a very short time.

If the Government of Canada decline to accept the contention of this Government as reasonable and equitable, and the principle of existing Dominion legislation must be considered irrevocably adopted as the final settlement of the whole matter, it will appear quite impossible for this Government, upon so short notice and in the position in which they are unexpectedly placed, to consider and promote adequate legislation here for the serious contingencies which must arise on the first day of May next, when the time for receiving short-term prisoners at the Saint John Penitentiary may expire.

The 15th Section of the Dominion Penitentiary Act, 1875, (30 Vict., Cap. 44,) as amended by the 20th Section of the Act of 1877, (40 Vict., Cap. 38) enables the Governor-General in Council at any time to declare by Proclamation that any tract of land established as a Penitentiary shall cease to be a Penitentiary, and such tract of land shall cease to be Penitentiary accordingly.

It appears from the report of the Honorable Minister of Justice that from information received from the Public Works Department, he is led to believe that the Dorchester Penitentiary will be ready for occupation about, if not before, the first day of May next; and he says "It appears to me that under the powers of the Act referred to, the St. John Penitentiary, when the Dorchester Penitentiary is ready for occupation, shall be proclaimed to be no longer a penitentiary, and that negotiations should be entered into with the New Brunswick Government for the transfer, upon such terms as may be agreed upon, of that institution, in order that the Province may deal with the County and City of Saint John for the future."

It must be observed that the time for the carrying forward negotiations between the two Governments for the transfer of the St. John Penitentiary, upon terms to be agreed upon, is entirely too short, and that such transfer, if agreed upon, must be effected by legislation, which cannot be considered or promoted till the terms are settled and agreed upon. It is equally clear that negotiations with the City and County of St. John stand in precisely the same position, and they are not by any means the only difficulties which must arise as the natural result of the decision of the Honorable Privy Council. While it is understood that the City and County of St. John claim to have distinctive and definite interests and rights vested in the St. John Penitentiary (as it is now called) which, it is alleged, were not destroyed or affected by the B. N. A. Act, that institution, for a long time before and at the time of Confederation, was, and hitherto has been, and is to-day, a Provincial Penitentiary, in which persons convicted of crime in any county of the Province have been imprisoned. It will be necessary, therefore, to call the attention of the City, Town and County Councils of the whole Province to the subject, and to enter upon negotiations with each—a process which must be tedious, protracted and difficult—in order to the adjustment of all the conflicting interests involved, and that provision may be made under the proposed new order of things for the punishment by imprisonment somewhere and on some terms of the short-term convicts of the respective counties.

It is therefore submitted that, under these circumstances, and in view of the very great delay in answering the application of this Government on the subject, and in consideration of the very large and important interests involved, and the difficulties which must inevitably arise in the attempt to adjust the penitentiary legislation of the Dominion Parliament to the exigencies and circumstances of the respective counties of this Province, the Honorable Privy Council may very properly be asked; and I recommend that the Privy Council be asked to extend the time for the issue of the proclamation referred to until the first day of May, 1880.

This delay\_not an unreasonable delay. under the circumstances—will afford an opportunity to present to the Government of Canada such further representations on the main question by the Government of New Brunswick as the Government of Canada may consent to receive, and also to consider and provide for such necessary negotiations and legislation as the nature of the case may demand.

(Signed)

WM. WEDDERBURN.

FREDERIOTON, March 17, 1879.

#### DEPARTMENT OF THE SECRETARY OF STATE OF CANADA,

OTTAWA, 27th March, 1879.

SIR,—I am directed to acknowledge the receipt of your despatch of the 22nd instant, covering a copy of a Minute of your Executive Council, and of its enclosure on the subject of the penitentiary at St. John, and the imprisonment of short-term prisoners therein.

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

(Signed)

EDOUARD J. LANGEVIN,

Under-Secretary of State.

To His Honor

The Lieutenant-Governor of New Brunswick, Fredericton.

#### REPORT RE ST. JOHN, NEW BRUNSWICK, PENITENTIARY AS TO SHORT TERM PRISONERS.

DEPARTMENT OF JUSTICE.

OTTAWA, December 29th, 1878.

Re St. John, N.B., Penitentiary:

Some time ago, Messrs. R. Youug, John James Fraser and J. H. Crawford, at the instance of the Government of New Brunswick addressed to the Secretary of State a communication upon the above subject.

The Government of New Brunswick have called attention to the matter and asked for a reply.

In the month of January, 1875, the Justices of the City and County of St. John, N.B., presented a memorial to His Excellency the Governor General upon the same subject.

No definite action has yet been taken in the matter, and as the time approaches for the completion of the new penitentiary at Dorchester it is necessary that a conclusion should be come to at an early date, as to the course to be pursued by this Government.

The present legislation of the Parliament of Canada with reference to the confinement of persons convicted of crime, in common gaols and penitentiaries, respectively as follows:--

#### (1869) 32-33 Vic., Cap. 29, Sec. 93.

"When the term of imprisonment is for a term less than two years, such imprisonment shall, if no other place be expressly mentioned, be in the common gaol of the district, county or place in which the sentence is prenounced, or if there be no common gaol there, then in that common gaol which is nearest to such locality or in some lawful prison or place of confinement other than the penitentiary in which the sentence of imprisonment may be lawfully executed."

#### 32-33 Vic., Cap. 29, Sec. 96.

"Each of the penitentiaries in Canada shall be maintained as a prison for the confinement and reformation of persons, male and female, lawfully convicted of crime before the courts of criminal jurisdiction of that Province of which it is appointed to be the penitentiary, and sentenced to confinement for life or for a term not less than two years; and whenever any offender is punishable by imprisonment such imprisonment, if it be for life, or for two years, or for any longer term, shall be in the penitentiary, but this shall not prevent the reception and imprisonment in any penitentiary of any prisoner sentenced for any period of time by any Military, Naval or Militia Court Martial, or by any military or naval authority under any Mutiny Act, or of any prisoner sentenced in New Brunswick or Nova Scotia to imprisonment with hard labor for less than two years."

#### (1869) 32-33 Vic., Cap. 36, Sec. 5.

"Notwithstanding any provision in any of the Acts mentioned in schedule \*A that any term of imprisonment less than two years shall be in some gaol or place of, confinement other than the penitentiary, any offender sentenced under any such Act before the day last aforesaid in New Brunswick or Nova Scotia, to imprisonment for a term less than two years, may, in the discretion of the Court passing such sentence, be sentenced to undergo such imprisonment in the penitentiary of the Province where the sentence is passed, instead of being sentenced to undergo the same in any other gaol or place of confinement, and any such provision as first aforesaid shall be construed subject to this section."

\*N.B.-Schedule A includes the Act, chap. 29, above referred to.

#### (1870) 33 Vic., Cap. 30, Sec. 5.

"For and notwithstanding anything to the contrary contained in an Act made and passed by the Parliament of Canada, in the Session held in the 32nd and 33rd years of Her Majesty's Reign, and intituled 'An Act respecting procedure in Criminal Cases and other matters relating to Criminal Law,' or in any other Act of the Parliament of Canada, no person sentenced in New Brunswick or Nova Scotia to imprisonment with hard labor for less than one year, shall be received or imprisoned in the penitentiary from and after the first day of May, which will be in the year one thousand eight hundred and seventy three, nor after the first day of May, which will be in the year one thousand eight hundred and seventy-four, shall any one sentenced in either of the said Provinces to imprisonment with hard labor for less than two years, be received or imprisoned in the penitentiary."

#### (1873) 36 Vic., Cap. 52.

"For and notwithstanding anything contained in the Act passed in the 33rd year of Her Majesty's Reign, initialed 'An Act to amend the Penitentiary Act of 1868,' the period beyond which no person sentenced in New Brunswick or Nova Scotia to be imprisoned with hard labor for less than one year shall be received or imprisoned in the penitentiary, shall be extended to the first of May, which will be in the year of Our Lord one thousand eight hundred and seventy-five; and the period beyond which no person sentenced in either of the said Provinces to imprisonment with hard labor for less than two years shall be received or imprisoned in the said penitentiary shall be extended to the first day of May, which will be in the year of Our Lord one thousand eight hundred and seventy-six."

#### (1875) 38 Vic., Cap. 44, Sec 68.

"For and notwithstanding anything to the contrary contained in the Act made and passed by the Parliament of Canada, in the Session held in the 32nd and 33rd years of Her Majesty's Reign, and intituled 'An Act respecting Procedure in Criminal Cases, and other Cases relating to the Criminal Law,' or in any other Act of the Parliament of Canads, no person sentenced in New Brunswick or Nova Scotia to imprisonment with hard labor for less than one year shall be received or imprisoned in the penitentiary from and after the first day of May, which will be in the year 1878, nor after the first day of May, which will be in the year sentenced in either of the said Provinces to imprisonment with hard labor for less than two years be received or imprisoned in the penitentiary."

#### (1878) 41 Vic., Cap. 20.

"The 68th section of the Act of the Parliament of Canada, passed in the 38th year of Her Majesty's Reign, Cap. 44, intituled 'An Act respecting Penitentiaries and the Inspection thereof, and for other purposes,' is hereby amended by striking out in the 12th, 13th and 14th lines, the words 'seventy-eight,' and inserting in lieu thereof the words 'seventy-nine,' and by adding to the said section the words 'The Governor in Council may, from time to time, limit the number of persons sentenced in New Brunswick or Nova Scotia to imprisonment with hard labor for less than one year, who are to be received or imprisoned in the respective penitentiaries of those Provinces, regard being had in fixing such limit to the number of persons imprisoned who-e sentences are not less than two years, and to the accommodation for prisoners afforded by the penitentiary building.'"

The communication from Messrs. Young, Fraser & Crawford, above mentioned, complains of the existing legislation respecting penitentiaries, in so far as it relates to New Brunswick, and their complaint is based in effect upon the three following grounds:---

(a.) That under the terms of the British North America Act, 1867, Canada is by the words "establishment, maintenance and management of penitentiaries" (appearing in the 28th sub-sec. of the 91st sec.) made liable for the maintenance and care of all prisoners publishable under the Criminal Laws of Canada, whether sentenced for two years or under, and that the Dominion Parliament cannot relieve itself of this burden by any legislation.

(b.) That whatever may be the liability of Canada in that respect as to the other Provinces, the words of the 28th sub-sec., just quoted, cast upon Canada, in respect of New Brunswick, the liability to maintain and provide for in the penitentiary all prisoners sentenced in that Province to imprisonment with hard labor, no matter what the term of imprisonment may be, because (it is alleged) at the time of confederation the penitentiary, as it then existed in that Province, was, in fact and in law, an institution where all such prisoners might be confined.

(c.) That should the two foregoing grounds be untenable, Canada is in any event liable to provide for the maintenance, in the St. John, N.B., penitentiary, of all prisoners sentenced in the city and county of St. John to short terms of imprisonment, because (it is alleged) an agreement in that behalf was made before confederation with the municipal authorities of the city and county of St. John, and because upon confederation Canada became liable for the liabilities of the Province.

The memorial from the justices of the city and county of St. John also complains of the existing legislation relating to pentientiaries in so far as it relates to the city and county of St. John, N.B. The only ground relied upon, however, is the third one referred to above as taken by Messrs. Young, Fraser & Crawford.

It will be convenient to discuss these three grounds in order.

(a.) That under the terms of the British North America Act, 1867, Canada is by the words "establishment, maintenance and management of penitentiaries" made liable for the maintenance and care of all prisoners punishable under the Criminal Laws of Canada, whether sentenced for two years or under, and that the Dominion Parlia...ent cannot relieve itself of this burden by any legislation.

This is entirely a question of law depending upon the proper construction of the British North America Act, and upon the powers conferred by that Act upon the Parliament of Canada.

The question is one of vast importance.

The communication referred to contends that "Whatever doubt may exist as to whether it is any part of the duty of the Provincial Legislature to provide for the punishment of prisoners convicted of offences against the laws of Canada, and whatever dues may be imposed upon the Provincial authorities by the power to legislate upon the administration of justice, and the establishment, maintenance and management of public prisons, these duties are certainly limited by the obligation of the Dominion in respect of penitentiary management and maintenance," and it alleges that no technical meaning can be assigned to the word "penitentiaries" as it occurs in section 1 of the British North America Act.

In order properly to understand the constitutional question raised with respect

to the legislation of the Parliament of Canada, in respect of penitentiaries, the provisions of the British North America Act, 1867, must be referred to.

The 91st section does not merely give to the Parliament of Canada legislative authority over the classes of subjects specially enumerated in the section, but gives to that Parliament a general power to make laws for the peace, order and good government of Canada in relation to all matters not coming within the classes of subjects specially assigned by the Act to the Legislatures of the Provinces; and the enumeration of the classes of subjects made by the section and declared to come within the legislative authority of the Parliament of Canada, is made for greater certainty only—but not so as to restrict the generality of the terms of the section.

Among the classes of subjects enumerated in the section are the following :-

"27. The Criminal Law, except the constitution of courts of criminal jurisdiction, but including the procedure in criminal matters."

"28. The establishment, maintenance and management of penitentiaries."

By section 92, the Legislature of each Province is empowered exclusively to make laws, not, as in the case of Canada, generally for the peace, order and good government of the Provinces, but in relation to certain specified classes of subjects only.

Among these classes are the following :----

"6. The establishment, maintenance and management of public and reformatory prisons in and for the Province."

"14. The administration of justice in the Province, including the constitution, maintenance and organization of provincial courts, both of eivil and criminal jurisdiction, and including procedure in eivil matters in those courts."

It is true that no technical meaning has been assigned to the word "penitentiaries" as appearing in the 91st section, neither has any technical meaning been assigned to the word "prisons" as appearing in the 92nd section.

That the statute assumes that a difference between penitentiaries and prisons does exist is unquestionable.

The words themselves have no definite distinctive meaning.

There must, therefore, be power somewhere to declare what the difference between them is, as the B.N.A. Act does not itself declare it.

The difference cannot be looked for in the structure of the buildings themselves; it must, I think, be found in the powers possessed, so to speak, by the penitentiaries and prisons respectively to retain in custody those who may be sent there for confinement.

If such be the case, it must follow that the legislative body which has the authority to fix the sentences which may be passed upon persons convicted of crime, not only as to duration but also as to the place of confinement, has practically the power to declare the difference between a penitentiary and a prison.

I am of opinion that this power rests with the Parliament of Canada under the 91st section of the B.N.A. Act, and that the power to legislate upon criminal law, including procedure in criminal matters taken in connection with the general power to make laws for the peace, order and good government of Canada, gives to the Parliament of Canada the right to declare what the minimum sentence of a person confined in a penitentiary established, maintained and managed by Canada, must be. The power of the Provincial Legislature is confined to the establishment, maintenance and management of public and reformatory prisons in and for the Provinces, and does not extend to the right to define the class of persons charged with or convicted of offences against the law to be confined in these prisons.

The duty of the Provincial Authorities is to provide for the admistration of justice in the Provinces, and to establish prisons therein; leaving it to the Parliament of Canada to provide for the proceedings to be taken for the trial of offenders, and to declare in what place those convicted upon their trial shall be punished.

Second, B.—That whatever may be the liability of Canada in that respect as to the other Provinces, the words of the 28th sub-sec., just quoted, cast upon Canada, in respect of New Brunswick, the liability to maintain and provide for, in the Penitentiary, all prisoners sentenced in that Province to imprisonment with hard labor, no matter what the term of imprisonment may be, because (it is alleged) at the time of Confederation, the penitentiary as it then existed in that Province, was, in fact and in law, an institution where all sneh prisoners might be confined.

In support of this ground, the memorial refers to the Revised Statutes of New Brunswick, Cap. 91, Sec. 14, which enacted, that whenever by any law, authority is or may be given, to imprison any person in any house of correction, or gaol, with hard labor, or in the penitentiary, such imprisonment may be in the penitentiary with hard labor, and it is contended in effect that as to New Brunswick, the word Penitentiaries in the British North America Act, is to be construed in the sense in which that word, was understood in that Province at the time, and that such understanding was that the penitentiary was a place to which all persons sentenced with hard labor might be sent.

If the argument thus made be sound, it follows that the British North America Act is to be construed as limiting the power of the Parliament of Canada to legislate in respect of penitentiarics, in any particular Province, so far as the right to define the classes of persons to be confined there, is concerned, to the state of the law existing in that Province with respect to its penitentiaries at the time of Confederation.

It is not necessary in this particular case to consider how far this argument would hold good were the legislation respecting penitentiaries in each Province at the time of Confederation identical,—as in this instance, the laws of the various Provinces, which were formed into the Dominion of Canada, were not identical (in the late Province of Canada a penitentiary was a place for the confinement of persons whose sentences were not less than two years).

The result, therefore, of the argument referred to, would be that the word Penitentiaries, would, as to the Province of New Brunswick, have one meaning and as to the Provinces of Ontario and Quebec—another meaning.

I am not prepared to adopt such a construction of the statute.

It may well be, that under the 129th Sec. of the British North America Act, 1867, the laws with respect to penitentiaries in force in New Brunswick at the Union, continued in force after the Union, but the section expressly declares these laws (except such as existed under Acts of the Imperial Parliament) to be subject to be repealed, abolished or altered by the Parliament of Canada or by the Legislature of the Province, according to the authority of the Parliament or of the Legislature under the Act.

For the reasons mentioned in dealing with the first ground taken by the memorialists, I am of opinion that the authority to repeal, abolish, or alter the laws in force in New Brunswick at the time of Confederation, with respect to the penitentiary there, rests with the Parliament of Canada, and that, therefore, the legislation of the Parliament of Canada, made with respect to the New Brunswick Penitentiary, is not ultra vires.

Third, C.—That should the two foregoing grounds be untenable, Canada is in any event liable to provide for the maintenance in the St. John, N.B., Penitentiary of all prisoners sentenced in the City and County of St. John, N.B., to short terms of imprisonment, because (it is alleged) an agreement in that behalf was made before Confederation with the municipal authorities of the County and City of St. John, and because upon Confederation Canada became liable for the liabilities of the Province.

As this ground depends not upon law merely but upon matters of fact, it is necessary to trace the history of the St. John Penitentiary.

That appears to be as follows: In the year 1836 (6 Wm. IV., cap. 50) an  $\triangle$ ct was passed by the Legislature of the Province of New Brunswick giving power to the Justices of the City and County of St. John to erect a house of correction for a sum not exceeding £4,000. The year following (7 Wm. IV., cap. 19) the sum was raised to £10,000, and the Justices were authorized to borrow a sum not exceeding £8,000. In the next year (1 Vic., cap. 15) the Justices were authorized to establish the house of correction.

The building had apparently by this time been finished.

In the following year (2 Vic., cap. 30) the regulation and government of the House of Correction was provided for.

Two years afterwards (4 Vic., cap. 36) an Act was passed granting the Justices  $\pounds 1,000$  towards the cost of the House of Correction.

Then came the 4th Vic., cap. 44, which requires a more extended reference.

It recites the erection of the building and its establishment as a house of correction, states that its establishment is found to be highly advantageous to the interest of the City and County of St. John, and that it is found advisable to extend its benefits to the country at large, and it enacts that a complete statement of all the costs and charges incidental to the erection of the establishment of the said House of Correction is to be made up and verified; it is to be forwarded to the Lieutenant-Governor of the Province who is to examine it with all the accounts relating to the House of Correction.

That so soon as the accounts have been found to be correct notice thereof is to be given to the Mayor of the City of St. John, and that the Justices are thereupon in session to declare and order that the House of Correction and lands, &c., held therewith shall be vested in Her Majesty, and that the same shall thereupon become vested in Her Majesty without any further act or deed of conveyance.

The Act further enacts that the sum which may be due and owing for the erection of the House of Correction and grounds and for which county debentures might have been issued, shall be paid by the treasurer with interest which had accrued or may accrue thereon, out of monies in the treasury by warrant of the Lieutenant-Governor, provided that no greater sum than  $\pounds4,000$  shall be drawn from the treasury, nor any greater sum than  $\pounds500$  in any one year.

Then follow provisions for the appointment of commissioners for the management of the House of Correction.

Then comes sections 14 and 15, which are as follows :---

XIV. "And be it further enacted that it shall and may be lawful for the mayor, recorder and aldermen of the said city or either of them, and Her Majesty's Justices of the Peace for the said city and county for the time being or either of them to take up and arrest or by warrant to order to be taken up and arrested all and any rogues, vagabonds, stragglers, idle, suspicious, or disorderly persons within the said eity and county, and to order such rogues, vagabonds, stragglers, idle, suspicious, or disorderly persons to be committed to the said House of Correction, there to remain and be kept to hard labor for any time not exceeding forty days."

XV. "And be it further enacted that it shall and may be lawful for the Justices of the Peace in and for any county, or city and county of this Province, in general sessions, or in any special sessions, to be for that purpose hold, to cause all prisoners sentenced to imprisonment with hard labor, and all vagrants, rogues, vagabonds, stragglers and other idle, suspicious, or disorderly persons at such time in confinement in the common gaol or workhouse of the said county, or city and county, under and by virtue of any conviction, to be removed from such common gaol or workhouse, and to be carried, conveyed and taken to the said house of correction, and to make such necessary orders and regulations for the carrying, conveying and taking such persons, together with the necessary costs and charges of the same, as to them, the said Justices, may seem fit; and the keeper of the said house of correction shall, forthwith, receive such person or persons into his custody, and the said person or persons, when so removed and placed in the said house of correction, shall remain there and be kept at hard labor until the several and respective terms of imprisonment shall expire."

In the next year (5 Vic., cap 25) an Act was passed making further provisions relating to the house of correction and giving it the name of the Provincial Penitentiary.

In the same year a grant was made to the Justices of the City and County of St. John of the sum of  $\pounds 2,008$  5s. to reimburge advances made in respect of the house of correction.

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In the next year (6 Vic., cap. 14) the powers of the Provincial Penitentiary were enlarged by statute and a small angle off the old ground given back to the Justices.

Three years afterwards (9 Vic., cap. 56) a grant was made to the Justices of the sum of  $\pounds 2,544$ , balance of the  $\pounds 4,000$ , under the Act 4 Vic., cap 44., above referred to.

Two years afterwards (11 Vic., cap. 28) another Act was passed relating to the management of the Provincial Penitentiary.

Then came the Revised Statutes, chap. 91, sections 12, 13 and 14 of which are as follows:-

12. "Any Justice of the City and County of St. John, may arrest or cause to be arrested any vagabond, suspicious or disorderly person within the said city and county and commit them to the said penitentiary for any term not exceeding 40 days with hard labor."

13. "The Justices in any general or special sessions may cause all persons sentenced to imprisonment with hard labor, and all vagabonds and other suspicious r disorderly persons at any time in confinement in the gaol or workhouse of the county, under any conviction, to be removed therefrom and conveyed to the penitentiary, and may make such orders for their conveyance and the necessary expenses thereof as to such Justices may seem meet, and the keeper shall, forthwith, receive such persons into his custody, and keep them at hard labor until their respective terms of imprisonment expire."

14. "Whenever, by any law, authority is or may be given to imprison any person in any house of correction or gaol, with hard labor, or in the penitentiary, such imprisonment may be in the penitentiary with hard labor."

No change in the above statute appears to have been made up to the time of Confederation.

By the B.N.A. Act, 1867, sec. 108, the public works and property of each Province enumerated in the 3rd Schedule shall be the property of the Dominion.

In the 3rd Schedule is the following:-

"8. Custom-houses, post-offices, and all other public buildings except such as the Government of Canada appropriate for the use of the Provincial Legislatures and Governments."

The Dominion Parliament, in 1868, 31 Vic., cap. 75, by sec. 1, repealed such parts of the Revised Statutes of New Brunswick—cap. 91—as related to the Penitentiary of New Brunswick, as were inconsistent with the provisions of the Act, and by section 7, declared the penitentiary known as the St. John Penitentiary to be a Penitentiary of Canada.

The memorial of the Justices states :---

"That part of the terms of transfer made and agreed upon by and between the said Justices and the Province of New Brunswick, was the reservation to the said Justices of the right in perpetuity, to commit to the said house of correction or penitentiary, all vagabonds, suspicious and disorderly persons, within the said city and county; and the further right, in common with all the other counties of the Province, to cause all persons sentenced to imprisonment with hard labor, and confined in the county gaol, to be removed therefrom to the said house of correction or penitentiary, as by reference to the 14th and 15th sections of the said recited Act will more fully appear;" also,

"That, up to the time of the Confederation of the said Provinces, the rights thus reserved and secured to the said city and county were never questioned, but, on the contrary, were fully recognised and maintained in the year 1854 by the Government and Legislature of the Province, as will appear by reference to the Revised Statutes of the Province, passed in that year, cap. 91, secs. 12, 13 and 14."

The memorial further complains that the Statutes passed by Dominion Parliment, with reference to the New Brunswick Penitentiary,

"Do not recognise, in any way, the clear and inalienable rights of the said city and county of St. John, reserved as above mentioned by the said Acts of Assembly, and subject to which the said lands and buildings were originally transferred to the Provincial Government."

"That, as your memorialists conceive it is a matter of public faith that the rights reserved to the said city and county should have been specially regarded and maintained by the Dominion Legislature and Government, as they doubtless would have been by the Assembly and Government of New Brunswick had Confederation not taken place."

The memorial then prays: "That Your Excellency will cause the subject matters of this memorial to be enquired into, and if the statements therein set forth and contained, be found correct and true—and your memorialists believe they cannot be gainsaid or disputed—direct such steps to be taken as will ensure to your memorialists and the said city and county of St. John, the continuation in perpetuity of the rights so reserved as aforesaid, or that such other provisions for dealing with the class of convicts which, under the existing law, will shortly be shut out from the said penitentiary, may be made in the premises as will relieve this city and county from the great loss and detriment to which it would be subject, and will also prevent the violation of the terms upon which the institution and premises aforesaid passed out of the said sessions, and subsequently became the property of the Dominion of Canada."

Enquiry was made from the Warden with reference to the allegations of the memorialists as to the arrangements upon which they relied.

He reports that he made enquiry of Mr. Weldon, Q.C. (then Agent of the Minister of Justice at St. John); Mr. Harding, Sheriff; Mr. Frith, Clerk of the Peace; Mr. Keans, M.P.P., and Mr. Wedderburn, M.P.P., several of whom had been delegates to Ottawa on the subject; and he adds that all these gentlemen state that they had no written agreement on the subject in their possession, but that whatever documents there are in writing, are in the offices of the Honorable Premier and the Honorable the Minister of Justice atOttawa.

No trace of any such documents can be found in the Department of Justice, and the Secretary of the Department of Public Works reports the same result as to that Department.

The Wardon states, further, that all these gentlemen say that an agreement was made, or that there was an understanding, that the short-term prisoners should be sent from the City and County of St. John to the Penitontiary.

Mr. Weldon's report to the Warden refers to the Act. He states that subsequent enactments in the different Police Acts of St. John and Portland empowered the respective Police Magistrates to commit from these courts. He adds that there does not appear to be any special agreement except that when the Province assumed the charge, and it became a Provincial Institution, it was tacitly agreed that it should still continue a House of Correction for this City and County.

Mr. Sheriff Harding's letter refers to the revised Statutes as shewing that in lieu of the interest of the City and County in the institution, the special powers referred to were given to the Justices.

Mr. Frith, Clerk of the Peace, says that it was part of the consideration of the transfer that the City and County should always have the right of sending petty criminals and offenders thereto, either by direct sentence or by order of the Sessions, from gaol. He also referred to the revised Statute as containing the right.

A despatch was sent to the Lieutenant-Governor of New Brunswick for information upon the payments in respect of the erection of this building.

A reply to this despatch was received, inclosing a statement prepared by Mr. H. W. Frith, the Clerk of the Peace of the City and County of St. John. informing the Secretary of State that an accurate statement of the expenditure could only be obtained from that source, and that the payments made by the Province on account of this expenditure appear to be accurately stated.

The letter of the Clerk of the Peace to the Mayor of St. John, dated February 8th, 1876, is as follows :--

"In compliance with your request to be furnished with information as to the settlement of accounts between the Sessions of the City and County of St. John and the Provincial Government of New Brunswick upon the transfer of the House of Correction, afterwards known as the Provincial Penitentiary, from the Sessions to the Government, I beg to say I have examined the Minutes of the Sessions from 1839 to 1856, and all Acts of Assembly relating to the matter; and I have also had consultation with the High Sheriff of St. John, who, at different times, has gone very thoroughly into the history of the negotiations which took place during the period above named. The results of my investigations are as follows :--

"1. An account, of which I append a copy, was, with full details of cost and expenditure, furnished to the Provincial Government by the session in July, 1842, showing the balance claimed on erection accounts—the balance being  $\pounds 5,433$  138. 11d.

"2. This account seems to have been disputed by the Government, and to have remained under discussion until 1844, when a letter was received by the Mayor of St. John from the Hon. W. F. Odell, Provincial Secretary, dated the 15th February, 1844, and enclosing the report of the Commissioners of Audit, appointed under the Act of 1841, admitting a balance to be due the Sessions of £4,866 3s.  $8\frac{1}{2}d$ .

"3. In March, 1844, this adjustment was accepted by the Sessions, and the order was then made which finally vested the House of Correction, or Penitentiary, as it was then called, and the land belonging to it, in Her Majesty the Queen.

"4. Although this adjustment of accounts and formal transfer of title did not take place until March, 1844, the control and management of the Penitentiary passed over to the Province on the 1st April, 1842.

"5. It will be seen, by reference to the Act of 1841, that the sum of £4,000 was to be paid the Session by annual instalments of £500 each, which seems to have been done; and by reference to the Acts of 1844 (page 69), that the sum of £866 6s. 8d. was further granted as the balance due the Sessions for the erection of the Provincial Penitentiary.

"6. Notwithstanding this settlement, however, it appears, by subsequent minutes of the Sessions, and also by preamble of an Act passed in 1852, 15 Vic., cap. 41, that the City and County of St. John was still liable for a large amount due and unpaid upon debentures or bonds issued for the erection of the House of Correction, and by this Act authority was given the Sessions to make an assessment in the city and county for the purpose of paying off the principal and interest.

"7. Under this Act the sum of  $\pounds 600$  was assessed in each of the years, 1853, 1854 and 1855, and  $\pounds 400$  in 1856, so that the City and County of St. John paid at least the sum of  $\pounds 2,200$ , which was not reimbursed by the Government.

"8. At this date, when all the members and officers of the Sessions who were personally acquainted with the matter above mentioned are dead, it is almost impossible to cull from the minutes alone any thoroughly accurate or trustworthy account of proceedings which took place so long ago; but the Act of 1841, and the provisions thereof, re-enacted by chapter 91 of the revised Statutes, which reserved the right to the Justices and Sessions of St. John to send such offenders as vagabonds and disorderly persons, and all convicts in the gaol, to the Provincial Penitentiary, were evidently the result of a bargain and compact formed, and part of the consideration for which the transfer was made."

Copy of account referred to above: -1842. July 12th: To amount of account annexed for the entire cost of establishing and erecting House of Correction, £13,501 19s. 3d.—Contra:

Balance due t	he Justicos	£5,433	13	4
da	1842	2,068	5	4
	1841			
do	1840	1,500	0	0
do	1839	500	0	0
	1839			
By legislative grant,	1833	2,000		
		£	8.	d.

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It will be observed that the allegation of the memorial as to the agreement is not sustained by any evidence, either oral or documentary, establishing any express agreement.

It is contended, however, that an agreement is established by the language of the Act of 1841 above referred to.

It is necessary, therefore, to consider the terms of that Act, in order to decide whether it does or does not support the contention.

It will be observed that the preamble of the Act asserts that the establish ment of the House of Correction in its operation is found to be highly advantageous to the City and County of St. John, and that it is found advisable to extend the benefit of its operation to the Province at large.

It will be further observed that the Act provides for the payment by the Province of the whole expense incurred by the Justices in the erection and establishment of the institution, including the various sums borrowed for the purpose.

There is, however, under the Act, a limitation of  $\pounds 4000$  as the maximum, but it will be remembered that as this sum was found insufficient it was afterwards supplemented, evidencing an intention on the part of the Province to reimburse the Justices all moneys expended by them.

It will be observed that the 14th section of the Act makes it lawful for the Mayor, &c., of the city, and the Justices of the city and county of St. John to commit rogues, vagabonds, &c., to the House of Correction for a period not exceeding 40 days. That the 15th section makes it lawful for the Justices in any county in the Province to order prisoners in the common gaols or workhouse to be transferred to the penitentiary and kept there until the expiration of their sentences. The effect, therefore, of the 14th and 15th sections appears to be as follows:--

The 14th section empowers the mayor, recorder and aldermon of the city, in common with the Justices of the Peace of the city and county of St. John, to send rogues, &c., to the House of Correction for any time not exceeding 40 days.

The 15th section empowers the Justices of the Peace only for any county or city and county in the Province in general, or special sessions, to cause all prisoners sentenced to imprisonment with hard labor, and all vagabonds, rogues, &c., confined in any common gaol or workhouse by virtue of any conviction, to be removed from such gaol or workhouse and taken to the house of correction.

The agreement relied upon, if established by the Statute at all, must be found. not in the 14th section, as that refers to certain classes of persons only, whose sentences are not more than 40 days.

If contained in the Statute at all it must be in the 15th section, which includes not only rogues, vagabonds, &c., but all persons coufined in the common gaols sentenced with hard labor, and is not limited to sentences of 40 days.

If this 15th section proves any agreement it proves that the agreement was as much with all the other counties in the Province as with the city and county of St. John.

It is not pretended that such agreement was made with the other counties. The argument therefore that the 15th section proves the agreement relied upon, or indeed any agreement at all, seems to me to be untenable.

The permission given to the city and county of St. John to send prisoners for not more than 40 days to the House of Correction certainly does not establish the agreement contended for by the Justices, as such permission falls far short of the terms of that agreement. The permission thus given would appear explainable by the fact that the house of correction was situated within the limits of the county.

Had the Legislature not contemplated payment in full of the Justices of the city and county of St. John of the moneys expended in the crection and establishment of the institution, there might be some reason for the contention made that the agreement referred to had been entered into, the Statutes, however, evidently contemplated payment in full to the Justices.

It is indeed alleged in Mr. Frith's letter above set out, that payment in full has not been made, and reference is made to the fact that legislation afterwards took place, enabling the city and county to raise a further sum of  $\pounds 220$  in order to meet the deficiency.

It does not, however, appear that the whole amount paid by the city and county of St. John was not reimbursed by the Government—on the contrary, the account appears to have been fully audited, and the amount first claimed by the eity and county being reduced, it seems to have been satisfied. The necessity of the legislation referred to by Mr. Frith, enabling the city and county to raise a sum of £2,200, probably arose from the fact that the payments made by the city and county consisted in part of sums raised by debentures which had not matured at the time the money was paid by the Government, and that such money was applied by the city and county to other purposes, thus rendering it necessary, on the maturing of the debentures, to raise money to meet them.

I do not, of course, say that such was the case, as the papers before me do not shew it—that such was the case, however, is probable; but, whether the whole money was repaid by the Government or not, it is clear from the Statutes that the intention of the Province was, that the whole amount should be repaid; and should it even yet turn out that some small sum was not in fact paid, that fact cannot affect the question of the intention of the parties.

It is, of course, quite inconsistent with the existence of an agreement such as relied upon by the Justices, that the intention should have been to reimburse them their whole outlay, as the only consideration alleged to support such an agreement would, had it been intended to pay the Justices in full, be removed.

If the memorialists have failed, as I think they have failed, to establish either expressly or impliedly the agreement relied upon, it is hardly necessary to refer to the probabilities of the case, or to consider whether under the circumstances it was probable that such an agreement would have been made.

It will, however, not be useless to refer to these probabilities.

It will be remembered that the right claimed by the Justices is the right in *perpetuity* to commit persons to the penitentiary, there to be held—previous to Confederation—at the expense of the Province, and now since Confederation at the expense of the Dominion of Canada.

The memorial states: "That a reference to the statistics of the said penitentiary from its establishment, will show that fully ninety per cent. of all the convicts sent thereto are from the City and County of St. John; and that of these, above ninetyfive per cent. are under two-year convicts."

The following figures furnished by the Warden shew the yearly average number of convicts confined in the St. John Penitentiary whose sentences are two years and over, and less than two years, respectively, from 1st July, 1867, to 31st December, 1878, with the total yearly cost, and cost per cap. :--

Perio	d.	Two years and over.	Less than two years.	Total cost.	less	Cost per cap. two years & over.
				\$ cts.	\$ cts.	\$ cts.
July to December, 1	867	27	90	10,426 40	89 54	91 39
January to Decembe	r, 1868	28	82	14,555 93	131 96	133 39
do	1869	30	61	19,546 94	212 05	220 39
do	1870	32	i 59 <del>]</del>	17,960 60	195 22	199 30
do	1871	29	43 <del>3</del>	16,072 32	220 95	224 08
do	1872	31 <del>1</del>	42 <del>3</del>	16,219 59	217 72	223 53
do	1873	26 <del>3</del>	61	20,635 24	233 82	238 96
do	1874	29 <del>1</del>	65	21,079 30	220 19	230 69
do	1875	40	58	24,209 76	241 95	254 40
do	1876	64	69	23,651 61	173 25	182 76
do	1877	74	- 89	25,947 84	154 84	164 42
do	1878	741	79 <u>4</u>	25,563 20	158 16	174 41

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The Inspector of Penitentiaries states that the cost of the prisoners, whose sentences were less than two years, from 1st July, 1867, to 31st December, 1878, was as follows, viz :---

July to 31	st December.	1867	\$ 8,058	60
		1868		
	"	1869	12,935	05
"	"	1870	11,583	05
"	"	1871	9,574	49
"	"	1872	9,216	81
"	"	1873		02
"	46	1874	14,312	
"	"	1875	14,033	10
"	"	1876	· · ·	
"	46	1877		
"	"	1878	12,613	
		-	\$143,144	36

From the above statements it will be observed that the proportion of shortterm prisoners largely exceeds that of prisoners whose sentences are two years and over, and that according to the calculation of the Inspector the cost for short-term prisoners has been no less than \$143,144.36, or at the rate of \$12,447.55 per annum.

According to the statement of Mr. Frith above referred to, the most which he claims to be due the Justices, as balance on account of the house of correction is  $\pounds 2,200$  or in round numbers \$9,000.

If the statements in the memorial be true that the statistics of the penitentiary from its establishment shew that fully ninety per cent. of all the convicts sent thereto, are from the City and County of St. John, and that of these above ninetyfive per cent. are under two year convicts—the cost to the Province of New Brunswick for the short term prisoners sent to the penitentiary from the City or County of St. John, for the 25 years which elapsed between 1841 and confederation—must have largely exceeded the total cost to the Dominion for the ten years since Confedation.

As a matter of probability, therefore, is it likely that for a sum of \$9,000 an agreement which would throw upon the Province at large so great an expenditure for the benefit of one county and city only, would have been made by that Province in such a way that such agreement could not without breach of faith on the part of the Province have been changed by Parliament, should it at any future time be found desirable in the public interests to throw upon each county the cost of maintaining its own short-term prisoners.

Upon the whole I am of the opinion that the city and county of St. John, at the time of confederation, had not the right to claim from the Province of New Brunswick the maintenance continuously of their short-term prisoners, and that it would not have been a breach of faith on the part of the Provincial Legislature if it thought a change in the policy of the law advisable to provide that each county in the Province, including the county of St. John, should maintain its own short-term prisoners, and that the Provincial Institution should be reserved only for prisoners whose sentences were two years and over.

But if a different view should be taken, and should it be determined that there was a bargain by which New Brunswick was bound in perpetuity to maintain and keep the short-term prisoners of St. John and County, the next question is upon whom has devolved that liability.

I apprehend it to be clear that any such liability if to be undertaken by Canada, has to be undertaken only as one of the liabilities of one of the Provinces existing at confederation, and is to be really borne by the Province itself. In this view it is, in one sense, of very little consequence whether the liability devolves upon Canada or not. But does it devolve upon Canada? That it does is I think, very questionable. It will be remembered that the Province is charged with the administration of justice, both civil and criminal in the Province. Assuming the agreement relied upon by the justices to exist, what is its effect? It is in effect a bargain between the Province and one of the corporate bodies of the Province by which certain expenditure connected with the administration of justice, wholly local in its character, is to be borne by the Province at large instead of by the particular locality.

If such a liability exists, should it not be adjusted directly by the Province as a part of the administration of justice therein?

It is obvious that it would be impossible, at the expense of Canada, to maintain the short-term prisoners of one county and city of the Province, while throughout the rest of the Dominion like prisoners are maintained under the Provincial regulations and at local expense.

It has been pointed out that the time for receiving short-term prisoners at the St. John Penitentiary has been extended to the first of May, 1879.

From information received from the Public Works Department, I am led to believe that the Dorchester Penitentiary will be ready for occupation about that time, if not before.

The 15th sec. of the Penitentiary Act of 1875, (38 Vic., Cap. 44), as amended by the 20th sec. of the 40 Vic., Cap. 38 (1877), enables the Governor in Council, at any time, to declare, by proclamation, that any tract of land established as a penitentiary shall cease to be a penitentiary, and such tract of land shall cease to be a penitentiary accordingly.

It appears to me that, under the powers of this Act, the St. John Penitentiary, when the Dorchester Penitentiary is ready for occupation, shall be proclaimed to be no longer a penitentiary, and that negotiations should be entered into with the New Brunswick Government for the transfer, upon such terms as may be agreed upon, of that institution, in order that the Province may deal with the county and city of St. John for the future.

Should this report be approved I recommend that the conclusions above reached as to the memorial of the Justices be communicated to the Mayor of St. John, in their behalf, and that a copy of this report be sent to the Lieut.-Governor of New Brunswick for the information of His Government.

> (Signed) Z. A. LASH, Deputy of the Minister of Justice.

I concur in the above report.

(Signed)

JAS. MCDONALD,

Minister of Justice.

(99)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all correspondence, Orders in Council and documents, respecting the non-appropriation, by the late Administration, of the sum of \$250,000, voted in 1874, and in previous Sessions, by the Parliament of Canada, for a Harbor of Refuge at Rimouski; and respecting the substitution for that amount of a sum of \$30,000, for repairs in the wharf at Rimouski, by the late Administration.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 28th April, 1879.

RETURN

(100)

To an ADDRESS of the HOUSE OF COMMONS, dated 31st March, 1879;—For copies of all documents relating to the question of the examination before the Boards of Examiners of the Mercantile Marine of Canada of Masters desirous of obtaining certificates as extra Masters, and the manner of obtaining such certificates; and also, of all correspondence which may have passed on the subject between the Department of Marine of Canada and the Board of Trade in England.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 7th April, 1879.

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

### (101)

To an ADDRESS of the HOUSE OF COMMONS, dated 6th March 1879;-For a return of the names of persons tendering, with the amount of their tenders, for the construction of the works in the Tidal Harbour at Quebec, and the Graving Dock at Lévis, respectively, with all correspondence relating to the same, between the Harbour Commissioners of Quebec, or any of them, and the Government, and between any person who tendered for either of the said works and the Harbour Commissioners or the Government; together with statement of any changes made in the plans and specifications for the said works respectively, either between the first advertisement for tenders and the final letting of contracts respectively, or after the said contracts were let.

## By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th April, 1879.

#### HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 24th March, 1879.

Sin.—In compliance with the request contained in your letter of the 14th instant, I have the honour to transmit you herewith a full statement with regard the award of the contract for the construction of the Graving Dock at Point Lévis. As to the same information required in reference to the harbour improvements,

As to the same information required in reference to the harbour improvements, I beg leave to state that it was laid before the House of Commons, during the session of 1878, by the Honorable the Minister of Marine and Fisheries. A deduction was 101-1 made since from the contract, amounting to \$6,873.44, and an addition to the same to the amount of \$15,306.07; but both were effected under the item of the contract entitled PROVISIONAL SUM, \$20,000.

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

(Signed) A. H. VERRET,

Secretary-Treasurer.

F. BRAUN, Esquire, Secretary Public Works Department, Ottawa.

QUEBEC HARBOUR COMMISSION .- NOTICE TO CONTRACTORS AND OTHERS. - QUEBEC HAR-BOUR WORKS. - PROPOSED GRAVING DOCK AT POINT LÉVIS.

> HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 7th February, 1878.

Tenders will be received at the office of the Quebec Harbour Commissioners until Wednesday, 27th March next, at noon, for the construction of a Graving Dock at Point Lévis, according to plans and specifications prepared by Messrs. Kinipple & Morris, Engineers, Westminster and Greenock, on behalf of the Quebec Harbour Commissioners, and comprising the following works, viz. :--

A Graving dock 500 feet in length of floor by 100 feet in width at coping level, and with a depth on sill of 24 feet 6 inches at high water, spring tides, with a second entrance at head, or a circular head, as may be determined upon, together with cofferdam, wings, and harbour or river quay walls, engine and boiler houses, chimney, pump wells, culverts and other works.

Plans, specifications, bills of quantities and form of tender can be seen at the office of the Commissioners during office hours, and printed copies of the specifications and bills of quantities will be furnished to intending contractors upon making a deposit of fitty dollars, to be eturned after the tenders are opened, to parties sending in *bond fide* tenders.

None other than the printed form of tender issued by the Commissioners will be received.

The Commissioners do not bind themselves to accept the lowest or any tender.

The contractor is to find two responsible securities, to be approved of by the Commissioners, whose names, addresses and occupations are to be inserted in full in his tender, and who are willing with him to be bound jointly and severally in the sum of \$50,000, for the due fulfilment of the contract, and of any alteration, addition to, or modification thereof that may be agreed between the Commissioners or their engineer and the contractor.

Tenders for these works will not be considered unless accompanied by an accepted bank cheque, or other available security, for the sum of \$3,000, which will be returned to unsuccessful competitors as soon as the contract is awarded.

(Signed) A. H. VERRET,

Secretary-Treasurer.

February 8, 1878.

Certified.

(Signed) A. H. VERRET,

Secretary Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879. STATEMENT showing the names of persons who have tendered for the construction of a Graving Dock at Point Lévis, with the amount of their Tenders.

Names.	Amount, including the construction of a second entrance at head of the dock.	Amount not including the con- struction of a second entrance at head of the dock.	
	\$ cts.	\$ cts.	
McNamee & Lemay	328,428 39	321,827 20	
Campbell, Radcliffe & Lord	336,098 99	334,591 23	
Denis O'Brien	356,867 69	358,404 92	
Smith, Ripley & Blake	416,234 70	409,383 43	
Macdonald & Falardeau	438,390 58	431,879 78	
Peters, McCann & White	438,498 25	431,804 53	
Valin, Charlebois, Shanly & Fréchette	450,265 76	442,725 66	
Loss, McRae, Moore & Wright	456,819 51	449,045 $42$	
Beaucage & Chateauvert	574,927 66	559,088 <b>42</b>	
Charles McCarron & Co	577,234 70	565,075 57	
Worthington, Macdonell, Macdonald & Isbester.	584,194 74	574,051 67	

Certified. (Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

(By Telegraph from Ottawa.)

12th April, 1878. Government desire to be informed regurding Graving Dock Tenders. F. BRAUN. (Signed) Secretary.

To A. H. VERRET.

Certified. (Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

(By Telegraph from Quebec.)

Tenders received and under consideration. Will advise as soon as decision arrived at.

(Signed)

To F. BRAUN,

Secretary Public Works Department, Ottawa.

Certified.

(Signed)

A. H. VERRET. Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

101-11

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12th April, 1878.

A. H. VERRET.

ABSTRACT of the Minutes of the Meeting of the Quebec Harbour Commissioners, held the eleventh day of the month of May, one thousand eight hundred and seventy-eight.

The following resolution, moved by R. R Dobell, Esquire, seconded by the Honourable Mr. Thibaudeau, is adopted, Messsrs. Sewell and Plamandon dissenting :----

That as it is desirable to have a foot additional water over the sill, the firms approved of, as at foot, by this Commission, be asked to tender for the dock with this change, it being understood that they may amend their tender for the whole work at the same time, by percentage reduction or increase on the schedule rates.

Firms 4, 5, 6, 7, 8, 9 and 10, as respectively numbered in statement annexed to Messrs. Kinnipple & Morris' Report on the Graving Dock Tenders. Tenders to be received up to the 22nd of May, instant, at 3 o'clock p.m.

Certified.

(Signed)

A. H. VERRET. Secretary-Treasurer.

Harbour Commissioners' Office,

Quebec, 22nd March, 1879.

N.B.-For names of firms mentioned in the above resolution see next letter, dated 11th May, 1878.

HARBOUR COMMISSIONERS' OFFICE.

QUEBEC, 11th May, 1878.

GENTLEMEN,-The Harbour Commissioners having determined to increase the depth of water over the sill of the Graving Dock proposed to be built at Point Levis from 24 feet 6 in hes at ordinary spring tides to 25 feet 6 inches, the Commissioners. would be glad if you will submit a supplementary tender for the construction of the proposed dock, with the additional toot in depth, it being also understood that you can amend your tender for the whole of the works at the same time.

The amount on the supplementary tender to be arrived at by a percentage reduction or increase on the schedule rates of your original tender.

Tenders will be received at this office up to 3 o'clock p.m. on Wednesday, 22nd instant.

Any further information or sketches you may require, to enable you to make up your supplementary tender, will be forwarded on application.

The supplementary tender to be based on the specification as for the original tender.

Yours respectfully, igned) A. H. VERRET, (Signed) Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

Certified.

(Signed) A. H. VERRET,

N. B.-The foregoing letter has been addressed to the following named firms who had tendered for the construction of the Graving Dock :---

Messrs. Smith, Ripley & Blake, "

- Peters, McCann & White, "
- Valin, Shanly, Charlebois & Frechette, Loss, McCrae, Moore & Wright,
- "
- 46 Beaucage & Chateauvert, "
  - Charles McCarron & Co.

Certified.

Harbour Commissioners' Office Quebec, March 1879. (Signed)

A. H. VERRET. Secretary-Treasurer.

Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE, QUEBEC, May 13th, 1878.

SIR,—I have the honor herewith to return per order of the Board your cheque for \$3,000 deposited with tender of A. P. McDonald & Falardeau for construction of Graving Dock, as well as a cheque for \$50 to reimburse you for same amount deposited for copy of specification. Please acknowledge and oblige,

Yours respectfully,

(Signed) JAS. WOODS, for Secretary-Treasurer.

C. B. FALARDEAU, Esq., 13 and 21 St. Therese Street, Montreal.

Certified.

(Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

#### QUEBEC, 15th May, 1878.

GENTLEMEN,—We beg to acknowledge receipt of your favour of the 13th inst., with enclosed cheques of 33,000 and 500; in answer we return you the same two cheques and beg to submit the following considerations to your kind approbation.

Having learned through the newspapers and other reliable sources that supplementary tenders were called for the Graving Dock of Quebec, and that we were refused the right of filing such a supplementary tender, we claim such rights for the following reasons:—

1. Considering that amongst the tenders looked upon as most acceptable by the Commissioners some are lower and some are higher than ours, it is evident by that very fact that our tender is really in the *best position* and the *most conscientious* one, as far as estimates are concerned. So much so that no engineer as honorable and as competent as Mr. Morris can recommend tenders lower and higher and leave ours out, except on personal grounds; and considering that this gentleman is a stranger in this country, he cannot make such a discrimination.

2. We have fulfilled every condition required by the advertisements; we have also given proper securities. As far as securities are concerned, allow us to affirm positively that they have no interest whatever, neither directly nor indirectly, in the contract. And should there be any objection of any nature whatever against any of them, as mentioned in our first letter, we are ready to substitute on demand securities to your satisfaction. More than that, should it be desirable to you, we are ready to drop those securities and give on demand monetary securities in the shape of mortgages, deposits or otherwise.

3. If required we are ready to give you, on demand, the very best certificates regarding our skill and competency as contractors as well as regarding our financial standing.

4. Not only the decision taken by your honorable board is a great injustice to us, but it causes us a great wrong and damages; as before the public at large our competency as contractors or our standing financially is strongly compromised by the very fact that you reject our tender without apparent motive, and recommend lower as well as higher tenders than ours.

For the above considerations we protest against the decision that has been taken by your Honorable Board and humbly demand that you should kindly reconsider such decision so as to allow us to file a supplementary tender like all the others that have no more right than we have. We hope you will pardon us the liberty we take in the above. Our sole motive of action is self-protection and self-interest; all we want is to be placed on an equal footing with other competitors, which footing we have a right to, having acquired it by the experience of many years of toil, by our labour, by our means and expenses incurred.

Hoping to hear from you by return mail,

We remain, Gentlemen,

Your most obedient servants,

(Signed) A. P. MACDONALD, C. B. FALARDEAU, per C. B. FALARDEAU.

To the Quebec Harbour Commissioners, Quebec.

Certified.

(Signed) A. H. VERRET,

Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

**ABSTRACT** from the Minutes of the meeting of the Quebec Harbour Commissioners, held the eighteenth day of the month of May, one thousand eight hundred and seventy-eight.

Read a letter from Messrs. A. P. Macdonald and C. B. Falardeau, protesting against the decision arrived at by the Board in not asking them to send a supplementary tender for the construction of the Graving Dock, and requesting the commissioners to consider such a decision so as to allow them to fyle a supplementary tender like all others who were called upon to supplement their original tenders.

Said request being taken into consideration is thereupon granted and the secretary is directed to inform Messrs. Macdonald and Falardeau that they will be allowed to transmit a supplementary tender.

Certified.

(Signed) A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office.

Quebec, 22nd March, 1879.

N.B.-The information was given verbally to Messrs. Macdonald and Falardeau.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, 25th May, 1878.

SIR,—I beg leave to enclose your supplementary tender for the Graving Dock, together with your \$3,000 cheque, and to inform you that the Commissioners have resolved that your supplementary tender could not be received, inasmuch as it would have been an injustice to the original tenderers, who, like you, had been excluded on the recommendation of the engineers and who, in consequence, had not been invited to supplement their tenders.

Yours respectfully, (Signed) A. H. VERRET. Secretary-Treasurer.

DENIS O'BRIEN, Esq., Contractor, Montreal.

Certified. (Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March 1879.

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MONTREAL, 3rd June, 1878.

SIR,—In reply to your letter of 25th ultimo, inclosing me my cheque for \$3,000, and returning to me my supplementary tender on the ground that its reception would be an injustice to the original tenderers who, like me, had not been invited to supplement their tenders.

I beg leave to remind you that I was invited verbally to supplement my tender by several of the Commissioners, and I therefore return the supplementary tender to you in the hope that the Commissioners will again reconsider the matter, and jin any case that my tender should be on record.

I have the honour to be, Sir,

Yours very faithfully,

(Signed) DENIS O'BRIEN.

A. H. VERRET, Esq.,

Sec.-Treas. Quebec Harbour Commission.

Certified.

(Signed,) A. H. VERRET,

Secretay-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

STATEMENT showing the names of the persons who have forwarded Supplementary Tenders for the construction of the Graving Dock, in accordance with the letter addressed to them the 11th May, 1878, said Statement not including the provisional sum of \$20,000 set down in the specification for possible extra.

Tenderers.	Original Tender.	Supplemen- tary Tender.	Increase.	Decre <b>ase.</b>
	\$	\$	\$	\$
Smith, Ripley & Blake Charlebois & Co	396,234	402,484	6,250	
Charlebois & Co	430,265	402,984		27,281
reters, McCann & Co.	418,498	405,495		13,003
Macoonald & Co	418,390	420,306	1,816	
LOSS, McCrae & Co	436,819	430,267		6,5 <b>52</b>
Loss, McCrae & Co McCarron & Co	557,234	445,787		111,447
Beaucage & Co	554,937	494,600		60,337

Certified.

(Signed)

A. H. VERRET,

Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879. ABSTRACT from the minutes of the meeting of the Quebec Harbour Commissioners held the first day of the month of June, one thousand eight hundred and seventy-eight.

Moved by E. W. Sewell, Esq., seconded by William Ray, Esq., it is unanimously *Resolved*,—That the security to be given by Messrs. Charlebois, Shanly & Co. be a cash deposit in the hands of the Commission of twenty thousand dollars, and two satisfactory personal securities, in accordance with the terms of the tenders invited or a cash deposit of forty thousand dollars.

It is also

Moved by R. R. Dobell, Esq., seconded by Joseph Shehyn, Esq., and unanimously

Resolved,--That the report of Messrs. Kinipple & Morris on the supplementary tenders be now adopted, and as the tender of Messrs. Charlebois, Shanly & Co. is recommended by the Engineers of the Commission, after having satisfied themselves, by a personal interview with them, of their ability to carry out satisfactorily the works of the proposed Graving Dock, and upon Messrs. Charlebois, Shanly & Co. carrying cut the resolution adopted this day in reference to the question of security, the contract be awarded to the said Messrs. Charlebois, Shanly & Co., and that the approval of the Government be obtained at the earliest possible date.

Certified.

(Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

MONTREAL, 8th June, 1878.

To A. WOODS, Esq.,

President, Harbour Commissioners, Quebec.

SIR,— After consideration, I beg to inform you that we have decided to accept the second proposition of your Commission on the question of personal security, and that we are prepared to deposit with the Banque Nationale, at Quebec, the sum of forty thousand dollars (\$40,000) as the security for the due fulfilment of the contract of the Graving Dock awarded to us on the 25th ultimo.

Hoping, therefore, that the Commission will lose no time in ordering their Notary to prepare the said contract for our signature.

I remain, Sir,

Your obedient servant,

(Signed) A. CHARLEBOIS.

Certified. (Signed)

A. H. VERRET,

Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

> DEPARTMENT OF PUBLIC WORKS, OTTAWA, 8th June, 1878.

SIR,—I am directed by the Ministers of Public Works and of Marine and Fisheries to inform you that acting under the Act 38 Vic., chap. 56, they have had under consideration the Quebec Harbour Commissioners' recommendation that the contract for constructing the Graving Dock be entered into with Messrs. Charlebois, Shanly & Co. for the sum of \$402,984.

A. II. VERRET,

The Ministers in looking over the tenders received for that work observe that the offer made by Messrs. Charlebois, Shanly & Co. is not the lowest, and in the absence of further information shewing sufficient reasons for the acceptance of that offer, they request me to inform the Quebec Harbour Trust that they cannot approve their recommendation.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. BRAUN, Secretary.

ALEX. WOODS, Esq., Chairman, Quebec Harbour Trust,

Quebec.

Certified.

(Signed) A. H. VERRET,

Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

> HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 17th June, 1878.

SIR—I am directed by the Quebec Harbour Commissioners to acknowledge the receipt of your letter of the 8th inst., wherein they are informed that the "Ministers in looking over the tenders received for that work,"—(the Graving Dock)—" observe that the offer made by Messrs. Charlebois, Shanly & Co. is not the lowest, and in the absence of further information showing sufficient reasons for the acceptance of that offer, they request me to inform the Quebec Harbour Trust that they cannot approve their recommendation."

The Board desire me to say they regret that the documents already placed before the Ministers, including the report of the eminent firm of engineers responsible for the proper construction of the dock, as also the Minutes of the Board which, after lengthy deliberation, arrived at the uranimous decision as submitted to the Ministers, have not been thought sufficient to induce them to approve the award. They unanimously feel, notwithstanding after a further consideration of the whole question, that they cannot do otherwise than reiterate their recommendation, supported by the chief and the resident engineers, feeling indisposed from all the information they have been able to gather as to the personal standing of some of the three lowest tendering firms, as well as the evident lack of practical experience and financial strength of others composing the same, they did not consider it expedient to award the contract to any one of them.

The Board regard the proposed dock as a work of character unlike, in some respects, any which so far has been carried out in this country, involving a thorough compliance with specification in all its details, or a possible failure ere its completion, causing loss and damage, which even extraordinary guarantees would be insufficient to provide against. The Board are therefore strongly of opinion that the only safe way to procure such a construction, as is imperative, will be found in awarding the same to contractors in whom they can place confidence, and at such as it is known the work, if honestly performed, must cost, even should the present low rate for wages and material continue for the next three or four years, which is doubtful.

This part of the subject is further dealt with in a report, herewith enclosed, from Harbour Engineers, to which the Board would respectfully ask the attention of the Honourable the Ministers.

The Board desire to say they regret not having communicated with the Ministers, giving details of several tenders received, prior to coming to a decision.

Had they known the invariable rule of the Department of the Public Works about giving contract to the lowest tender, they would have submitted the whole with the award they proposed making. The Commissioners desire me to say that had they accepted any of the lowest tenders, they are of opinion, the result would have been that the party could not have built the dock and that a lawsuit would have been the outcome.

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

(Signed)

A. H. VERRET, Secretary-Treasurer.

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

Certified.

(Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

> DEPARTMENT OF PUBLIC WORKS, OTTAWA, June 22nd, 1878.

SIR, -I have to acknowledge receipt of your letter of the 17th instant, respecting the award by the Quebec Harbour Commissioners to Messrs. Charlebois, Shanly & Co., of the contract for the proposed Graving Dock in the Harbour of Quebec, and enclosing Engineers' reports on the subject.

1 am, Sir,

Your obedient servant,

F. BRAUN. (Signed)

A. H. VERRET,

Secretary.

Secretary-Treasurer.

A. H. VERRET, Esq., Secretary Harbour Commissioners, Quebec.

> Certified. (Signed)

Harbour Commissioners' Office,

Quebec, 22nd March, 1879.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, July 4th, 1878.

SIR,-I am directed by the Minister of Public Works to inform you that the Minister of Marine and Fisheries and himself have considered your letter of June 17th, and also the accompanying report of Messrs. Kinipple and Morris, the Engineers for the Graving Dock.

While fully appreciating the motives which have governed the Commissioners in passing over certain tenders, upon the report of the Engineers of the Board, the Ministers regard it as exceedingly desirable that the rules observed by the Government in reference to tenders for public works should, if possible, be acted upon by the Quebec Harbour Commissioners. They consider, therefore, that it would have been better that one of the lower tenders should have been accepted, providing that the parties so tendering were able to satisfy the Board by giving ample security for the due performance of the work.

As this course was not adopted, it is difficult for the Ministers to give the approval required by the statute, and they would suggest for the consideration of the Board, that it might be advisable under the circumstances to invite fresh tenders, giving a very short notice, say a week, the character of the work being already sufficiently known. This would relieve the Board and Government from embarrassment.

> I am, Sir, Your obedient servant,

> > F. BRAUN, (Signed)

> > > Secretary.

A. H. VERRET, Esq.,

Secretary-Treasurer, Quebec Harbour Commissioners.

Certified.

(Signed) A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

HARBOUR COMMISSIONERS' OFFICE.

ABSTRACT of the Minutes of the Quebec Harbour Commissioners, held at their Court Hall, Custom House, the 8th July, 1878.

The following resolution, moved by the Honourable Isidore Thibaudeau, seconded by Jos. II. Simmons, Esq., with its preambles, is unanimously adopted.

Whereas by the letter of the Secretary to the Public Works Department, read at this meeting, the Ministers of the Public Works and of Marine and Fisheries declare they cannot give their approval to the award of the contract for the construc-tion of the proposed Graving Dock at Point Lévis, made by this Board to Messrs. Charlebois, Shanly & Co., at the meeting held the 1st June last, and-

Whereas by the third section of the thirty-eighth Victoria, chapter fifty-sixth, it is necessary that such an award be ratified by the said Ministers of Public Works and of Marine and Fisheries, be it therefore

Resolved, That the conditional award of the contract for the construction of the proposed Graving Dock at Point Lévis made at the meeting of this Board, held the 1st day of June last, to Messrs. Charlebois, Shanly & Co., subject to the approval of the Government, be and is hereby cancelled, and that Messrs. Charlebois, Shanly & Co. be notified in accordance herewith.

On motion of Jos. Sheheyn, Esquire, seconded by Jos. H. Simmons, Esquire, the following resolution, with its preamble, is unanimously adopted :---

Whereas the award made at the meeting of this Board, held the first day of June last, cannot be carried out in consequence of the Government's refusal to sanction it, be it

Resolved. That new tenders be called for the construction of the Graving Dock up to the 18th instant, at noon, and that the said tenders be advertised in the following named papers:—The Morning Chronicle, The Daily Mercury, Le Journal de Quebec, Le Canadian L'Evenement, L'Eclaireur, The Montreal Herald, The Montreal Gazette, Le National, The Toronto Globe and The Telegraph.

Certified.

(Signed) A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

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HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 9th July, 1878.

GENTLEMEN,-- I am directed to inform you that the Government have refused to ratify, according to law, the award that the Commissioners have made to your firm of the contract for the construction of the proposed graving dock at Point Lévis. The award being void, in consequence it has been decided to invite new tenders which will be received until the 18th instant, at noon.

1 beg leave to enclose to you a copy of the advertisement that has been published to that effect.

1 am, Gentlemen,

Your most obedient servant,

(Signed)

Secretary-Treasurer.

To Messrs. Charlebois, Shanly & Co., Contractors, Montreal.

Certified.

(Signed) A. H. VERRET, Secretary-Treasurer.

A. H. VERRET,

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

Quebec Harbour Commission, Notice to Contractors-Quebec Harbour Works, Proposed Graving Dock at Point Lévis.

> HARBOUR COMMISSIONERS' OFFICE, QUEBEC. 8th July, 1878.

New tenders will be received at the office of the Quebec Harbour Commissioners, until Thursday the 18th July instant, at noon, for the construction of a Grav-ing Dock at Point Lévis, according to plans and specifications prepared by Messrs. Kinipple & Morris, engireers, Westminster and Greenock, on behalf of the Quebec Harbour Commissioners, and comprising the following works, viz :---

A Graving Dock, 500 feet in length of floor, by 100 feet in width at coping level, and with a depth on sill of 24 feet 6 inches at high water spring tides, with a second entrance at head. together with copper-dam wings, and harbour or river quay walls, engine and boiler houses, chimneys, pump wells, culverts and other works. A fixed sum to be stated by tenderers for an extra foot of water over the sill,

say 25 feet 6 inches.

Plans, specifications, bills of quantities, and form of tender can be seen at the office of the Commissioners during office hours, and printed copies of the specifications and bills of quantities will be furnished to intending contractors upon making a deposit of fifty dollars, to be returned after the tenders are opened to parties sending in bond fide tenders. None other than the printed form of tender issued by the Commissioners will be received.

The Commissioners do not bind themselves to accept the lowest or any tender.

The contractor will be bound to deposit, to the order of the Commissioners, the sum of \$50,000 in cash, as security for the due fulfilment of the contract, and of any alteration, addition to, or modification thereof, that may be agreed between the Commissioners, or their engineer and the contractor.

Tenders for these works will not be considered unless accompanied by an accepted bank cheque or other available security for the sum of \$3,000, which will be returned to unsuccessful competitors as soon as the contract is awarded.

(Signed)

A. H. VERRET. Secretary-Treasurer.

July 9th, 1878.

(Signed)

Certified.

A. H. VERRET. Secretary-Treasurer.

Harbour Commissioners' Office, Quedec, 22nd March, 1879.

STATEMENT showing the names of the persons who have tendered anew for the construction of a Graving Dock at Point Lévis, with the amount of their tenders.

Name.		ıt.
Denis O'Brien	\$399,154	45
Larkin, Connolly & Co	350,953	89
Alex. McDonell, Jas. Worthington, J. J. McDonald &		
James Isbester	511,297	68
A. P. Macdonald & C. B. Falardeau.	507,741	66
F. B. McNamee & Co	349,733	<b>79</b>
R. J. Campbell & C. R. Skinner.	401,205	32
Loss, McRae, Moore & Wright	476,819	51
Louis Z. Mallette & Edward Curran	370,129	60
Charlebois & Shanly	402,984	76
George Dawson & Charles Lobb	407,845	53
McCarron, Cameron & Nagle	460,00 <b>0</b>	00
P. Valin & E. O. Richard	405,000	

N. B.-All the above tenders, for the purpose of comparison--a certain portion of the work having been done during the winter previous to the letting of the contract—need to be treated as under with regard to the bulk sum; for example, taking the two lowest, the result would be as follows :---

Total amount of McNamee & Co's. tender From which the Commission would have to deduct, at the tenderers, price, 8,000 yards at 10 cents,	<b>\$</b> 349,733	79
item 3, p. 78	800	00
Making net amount of tender	<b>\$</b> 348,933	79
Total amount of Larkin, Connolly & Co's. tender Deduction of work done as above at 60 cents, the	<b>\$</b> 350,9 <b>5</b> 3	89
tenderers' price	4,800	00
Making net amount of tender	<b>\$</b> 346,753	89
Certified.		

(Signed)

A. H. VERRET,

Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879. **ABSTRACT** from Minutes of the meeting of the Quebec Harbour Commissioners, held at their Court Hall, Custom House, the 18th day of July, 1878.

Resolved, That Messrs. Larkin, Connolly & Co's. tender be handed to the Resident Engineer with instructions to check the figures of the same, and that, if it is established that no clerical errors of consequence exist, a list of the different tenders, with amounts, be forwarded to the Hon. Mr. Mackenzie with a statement that the Commissioners are prepared to award the contract to the said Messrs. Larkin, Connolly & Co., their tender being the lowest.

Certified.

(Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

**ABSTRACT** from the Minutes of a meeting of the Quebec Harbour Commissioners, held at their Court Hail, Custom House, the 22nd day of July, 1878.

The following resolution, with its preamble, was unanimously adopted :----

Whereas the tender of Messrs. Larkin, Connolly & Co., for the construction of the proposed Graving Dock at Point Lévis is the lowest, be it therefore, and it is hereby-

Resolved, That the contract be awarded to the said Messrs. Larkin, Connolly & Co., subject to the approval of the Government, in accordance with the 3rd section of the 38th Victoria, chapter 56.

(Signed)

Certified.

A. H. VERRET. Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

(By Telegraph from Ottawa, 19th July, 1878.)

Minister of Marine and Fisheries and myself approve of accepting Larkin, Connolly & Co.'s tender for Graving Dock. Formal letter will be sent next week.

> (Signed) A. MACKENZIE.

To A. WOODS,

Chairman, Harbour Commission.

Certified.

(Signed)

A. H. VERRET,

Harbour Commissioners' Office. Quebec, 22nd March, 1879.

(By Telegraph from Ottawa, 20th July, 1878.

Forward copy of last two lowest tenders for Graving Dock.

To A. Woods.

#### Certified. (Signed)

A. H. VERRET.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

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Secretary-Treasurer.

F. BRAUN. (Signed)

Secretary-Treasurer.

## (By Telegraph from St. Catherines, 23rd July, 1878.)

If Government approve of award, when will contract be ready, and where signed ?" Where will deposit be made, and how will certified cheque do? Please reply.

(Signed)

Certified.

To A. H. VERRET.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

(By Telegraph from Quebec.)

23rd July, 1878.

Contract can be ready within a couple days after receipt of approval and will besigned here. Deposit must be made in a Bank here to credit of Commissioners, and will bear interest.

(Signed)

(Signed)

A. H. VERRET,

To P. LARLIN & Co., St. Catherines. Ont.

Certified.

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

> DEPARTMENT OF PUBLIC WORKS, OTTAWA, July 26th, 1878.

SIR,--Referring to your letter of the 22nd instant, notifying the Department of your having provisionally accepted the tender of Messrs. Larkin, Connolly & Co., for the construction of the proposed Graving Dock at Point Levis, I am directed to inform you that the assent to your award on the part of the Ministers of Public Works and Marine and Fisheries has been ratified by an Order in Council passed the 23rd instant.

I am, Sir,

Your obedient Servant,

(Signed)

F. BRAUN, Secretary.

A. Woods, Esq.,

Chairman of the Quebec Harbour Commissioners.

Certified.

(Signed)

A. H. VERRET, Secretary-Treasurer.

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

P. LARKIN & Co. (Signed)

> A. H. VERRET. Secretary-Treasurer

DEPARTMENT OF PUBLIC WORKS, OTTAWA, July 26th 1878.

SIR,-I return herewith the two books forwarded by you containing the specifications for the new Graving Dock at Quebee, and the tenders of Messrs. Larkin & Co., and of F. B. McNamee & Co.

I am, Sir,

Your obedient Servant,

F. BRAUN, (Signed)

Secretary.

A. WOODS, Esq.,

Chairman, Quebec Harbour Commissioners.

Certified.

(Signed)

Harbour Commissioners' Office, Quebec, 22nd March, 1879.

(By Telegraph, Toronto.)

August 6th, 1878.

Messrs. Larkin, Niehan & Connolly have deposited fifty thousand dollars security for contract Graving Dock.

(Signed)

To Chairman Board of Harbour Commissioners. Quebec.

Certified.

(Signed)

Harbour Commissioners' Office. Quebec, 22nd March, 1879.

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Cashier.

D. R. WILKIE,

A. H. VERRET. Secretary-Treasurer.

A. H. VERRET. Secretary-Treasurer.

### (102)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1879;—For copies of the complaint made last autumn by Mr Clement Rouleau, of St. Anne de la Pocatière, in the County of Kamouraska, against Mr. Clovis Caron, Fishery Overseer, asking for an enquiry into the conduct of the said Clovis Caron; also, the Minutes of a certain enquiry said to have been commenced or held by Mr. Gauvreau, Fishery Overseer for Temiscouata, into the matter of a dispute in which Clovis Caron, Clement Rouleau and Prudent Martin were concerned.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th April, 1879.

## RETURN

## (108)

To an ORDER of the House of COMMONS, dated 17th March, 1879;—For a statement shewing the names of the several permanent and temporary officers and employés of the Penitentiary of St. Vincent de Paul; the amount of their repective salaries; the date of their appointment or of their entering upon the discharge of their duties in the Penitentiary; by whom they were appointed, and to whom they are responsible.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 9th April, 1879.

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

## (104)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March 1879;—For copies of all correspondence, papers and Orders in Council respecting the superannuation of C. St. George Yarwood, Landing Waiter at Chippewa, County of Welland.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 4th April, 1879.

RETURN

#### (105)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879; —For copies of all Petitions presented, since 1875, by the freeholders of the Parish of Bic, and other persons of that locality, in relation to the improvements to be made in the harbor commonly called "Old Bic," and of all correspondence between the Government and any other persons on the same subject.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 9th April, 1879.

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

## (106)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879 :--For copies of all correspondence, reports and other documents relating to the deepening of the River l'Assomption.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 9th April, 1879.

# RETURN

## (107)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For a statement of all money paid to Mr. Charles Langevin, of St. John's, Province of Quebec, for the use of his bridge on the Chambly Canal.

### By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 9th April, 1879.

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

## (108)

To an ORDER of the House of COMMONS, dated 31st March, 1879;—I hat the proper officer do lay before this House Sessional Paper No. 73 (not printed), 1875, respecting dismissals from and appointments to the Civil Service in Prince Edward Island.

By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 4th April, 1879.

# RETURN

### (109)

To an ORDER of the HOUSE OF COMMONS, dated 4th March, 1879;—For a return shewing the quantities and values of the different articles of merchandize imported into British Columbia from other Provinces of the Dominion in 1878; also, the exports from British, Columbia to other Provinces of Canada up to 31st December, 1878; also, the exports and imports of British Columbia, to and from foreign countries, between 30th June, 1878, and 31st December, 1878, but not including goods of Provincial growth or manufacture.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 9th April, 1879.

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

# RETURN

# (110)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879 :- For Sessional Paper 42 (not printed), 1877, respecting Fisheries of Columbia, and the Report of the Inspector of Fisheries of Columbia for 1878, with all correspondence in 1878, connected with the Fisheries of that Province, as far as relates to the Report of the Inspector of Fisheries and correspondence in 1878.

By Command.

J. C. AIKINS.

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

OTTAWA, 12th April, 1879.

# VICTORIA, B.C., 7th January, 1878.

SIR,---I reached this place, on my return from the interior of the main land, just before Christmas, and have since obtained from various sources returns of the yield of the principal fisheries in this Province. The total return, however, is still incomplete, but I hope to be able in a few days to collect the additional information required, while completing my report for the past year.

The whole I will forward with the least possible delay, and in time, I trust, to reach Ottawa before the opening of the Session.

While at New Westminster, on my way lown, I had a meeting with most of the fishery owners of that vicinity, at which various matters connected with the past and future of the fisheries were discussed. Among the rest, the subject of a breedingestablishment was introduced.

The objects to be attained by the formation of such an establishment are twofold :-

1. To secure a regular supply of salmon year after year, to supplement the present natural supply, which, though periodically most abundant (as witness the past season), is partially intermittent, through causes depending apparently on the peculiar habits of the salmon of these waters.

2. To introduce into the waters of the Fraser the large salmon of the Columbia River (S. Quinatt), a most valuable fish, the introduction of which would largely enhance the prospective value of our fisheries.

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In this matter I suggested to the meeting that, in order to approach the Government effectively, and to elicit the most speedy action, it would be expedient to submit to them some definite proposal, in guaranty of their own earnestness.

Thereupon a series of resolutions were proposed and carried, a memorandum of which, by request of the meeting, I now respectfully submit herewith.

You will perceive that the fishery owners themselves propose, with this definite object in view, to raise a fund to yield annually, as computed, some \$7,500 in aid of primary outlay, and the continuous expense of the Department for the protection and regulation of the fishery interests in this Province.

The amount of boat license proposed may probably be considered by you exces-sive; and it is for you to judge whether or not it should be somewhat reduced, or, indeed, whether in this or some other mode the necessary contribution should be raised in aid of future outlay. I may, however, add that the form and amounts suggested in the memorandum were unanimously approved by those present, and would, therefore, it is to be presumed, be generally acceptable.

In respectfully submitting the proposition made I express my earnest hope that its tenor will obtain your favorable consideration.

With regard generally to the result of the fishery of the past year, though the returns are not yet complete, I may state that it will probably exceed half a million of dollars of exported fish alone, exclusive of the large amount absorbed by nome consumption.

I forward the proposition now made in anticipation of my general report, in order that it may be before you during the preparation of the annual estimates.

I have the honor to be, Sir,

Your most obedient servant,

ALEX. C. ANDERSON,

(Signed)

Inspector, B. C.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

### MEMORANDUM.

At a meeting held at the Colonial Hotel, New Westminster, B.C., on the 17th December, 1877, Mr. Anderson, Inspector of Fisheries, being in the chair, and the following gentlemen, connected with the fishing interests on the Lower Fraser, being present, viz. :- Messrs. Holbrook, English, Herring, Ewen, Wise, Birrell (the last representing the firm of Finlayson & Lane).

an appropriation for the establishment of a breeding establishment for the regulation of the supply of salmon, at a suitable point on Fraser River, the cost of which it is estimated would be about \$20,000. In aid of this object, and to provide a fund for the subsequent expenses, it is proposed that a license of twenty dollars on every boat employed in the fishery shall be paid in advance, and also a tax or duty of eight cents per case of four dozen one-pound cans of preserved salmon, and of twenty-five cents per barrel of selted salmon, packed at any cannery or curing establishment on Fraser River. Mr. English's proposition, which was unanimously concurred in, would, based on the production of the past season, yield a revenue of about \$7,500; and it is probable would, with the extension of the industry, exceed that limit.

Mr. Ewen suggested that, as a preliminary measure, a competent person, versed in the subject of fish-breeding, should be sent from Canada to examine and select a resultable position for the erection of the proposed establishment.

The meeting is of opinion that the General Dominion Fishery Act is quite inapplicable, as a whole, to this portion of the Dominion, bearing in view the different habits and nature of the salmon frequenting these waters.

Mr. Wise drew the attention of the Inspector to the necessity of enforcing that portion of the Act which prohibits the emptying of sawdust into the rivers.

It was also unanimously agreed that the Dominion Government be respectfully requested to appoint the steamer "Sir James Douglas," or other efficient vessel to remove the snags at those points where they impede the drifts, from the mouth of the river upwards as far as St. Mary's Mission.

NEW WESTMINSTER, B.C.,

17th December, 1877.

VICTORIA, B.C., 21st January, 1878.

SIR,—I have the honor to enclose an application from Mr. J. S. Deas for the lease of certain fishing rights on Fraser River. I have informed Mr. Deas that I would forward his application to you.

Mr. DeCosmos, M P. for Victoria, spoke to me the other day with regard to a lease which some friend of his wished to secure, for the exclusive privilege of fishing upon one of the smaller streams along the coast, not specified. I informed him that the right of granting leases dwelt with you, but that I saw great objections to any being granted, at least for the present.

In connection with the remarks made by me in a recent letter concerning the Indian fishing rights, I express my confidence that for the present, at least, no such application as either of the above will be entertained. Grave complications might arise and serious consequences might ensue were any measure such as has been proposed, adopted, under the present circumstances of the Province. At the same time, I venture to recommend for your favorable consideration the

At the same time, I venture to recommend for your favorable consideration the proposal contained in the memorandum of the meeting at New Westminster, which I had recently the honor to forward, that the Government should render aid by means of the "Sir James Douglas" or other steamer, to remove the numerous snags which in parts impede the fisheries upon the Lower Fraser.

I have the honor to be, Sir,

Your most obedient servant,

(Signed)

ALEX. C. ANDERSON,

Inspector, B.C.

The Honorable,

The Minister of Marine and Fisheries, Ottawa.

10th November, 1877.

SIR,—I beg to make application to you for the sole privilege of the salmon fishing on the Drifts in the Fraser River, as shown approximately on the Government plan enclosed herein, and which are marked in red, A, B, C, D.

I have been the only fisherman on these grounds during the last six years, and I have gone to great expense in clearing them of snags; on one drift alone having expended \$1,000 in clearing it, and I trust you will be able to secure to me the exclusive right of fishing for a term of years, so that I may be able to derive the

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benefits of my expenditure. I would be willing to pay an annual sum as rent, in consideration of the privilege asked for being granted, or would accept other reasonable terms as might be proposed by you. Requesting your early consideration of this communication.

I am, Sir,

Your obedient servant,

# (Signed) JOHN SULLIVAN DEAS,

Proprietor of Deas' Fishery, Fraser River.

A. C. ANDERSON, Esq.,

Commissioner of Fisheries for British Columbia.

# THE SENATE, February 20th, 1878.

SIE,—With reference to the question of necessary protection to be given by law to the salmon of British Columbia, on which subject we have already had the honor of a conference with yourself, we, in accordance with your expressed wish, beg to make the following suggestions :—

In the first place, we might premise that, as the habits of the salmon frequenting the rivers emptying into the Pacific Ocean appear, from the most reliable information to be obtained, to be different to those of the same species on the Atlantic seaboard, any regulations which it might seem well now to put in force should be only of a temporary character, while during the coming season, some officer thoroughly conversant with the subject should be sent by the Department to British Columbia to investigate the matter and report upon it.

In the second place we would propose to prohibit for the coming season, commencing April 1st, the taking of salmon by seine, gill or other nets, or any fixed or movable traps, &c., for canning and exportation, above the tidal waters in the rivers of British Columbia. In the Fraser River, which is the principal river fished in this way at present, this regulation would leave available for netting some 60 miles in length of water, extending from the mouth of the river to a place called Sumass.

Thirdly, that the size of the mesh of the nets used should not be less than five inches in extention; that no net should be longer than one-third the width of the river, and no two nets, traps, &c., be fixed or allowed to drift nearer to each other than a distance of 250 yards.

Fourthly, as to close time, it would appear that there are three or four distinct species of salmon which ascend the rivers of British Columbia at different times of year, and have different breeding seasons. To protect them all by an annual close time suitable to each would be practically to close the fisheries all the year round. Under these circumstances it must be for your Department to consider what duration of weekly close time would be sufficient. We would suggest from 8 a.m. on Saturday till 12 midnight on each Sunday, thus allowing the fish two whole days and a night and a-half in each week, to ascend the rivers free from interference.

In the fifth place, the canneries and fish-curing establishments should be compelled to bury their fish offal, or else to utilize it on shore for manure or otherwise. We would not allow the use of the perforated boxes mentioned in the Fisheries Act, 1868. We are of opinion that the above regulations will be sufficient for the present if duly enforced. We are sure they will be in no way offensive to those already engaged in the fisheries, or detrimental to their interests, while, at the same time, they will afford the salmon a fair chance of reaching the spawning beds in the higher reaches of the rivers in sufficient quantities. But it is essential that active, efficient and well paid overseers or baliffs should be appointed to enforce the carrying out of the regulations in their entirety, and this especially on the Fraser River.

We will take this opportunity of calling your attention to the question of the advisability of at once organizing a fish-breeding establishment in British Columbia. It has, doubtless, come to your knowledge that during the past fishing season the proprietors of different canning establishments on the Fraser River, being called together by Mr. Anderson, the Inspector of Fisheries for British Columbia, voluntarily invited the imposition of certain taxes on themselves and their establishments in order to raise a certain sum to supplement any grant which might be made by the Government of the Dominion for such a purpose. Their prudence and foresight and willing liberality cannot be too highly commended, and it would seem that the Government could hardly do less than meet them half-way. The experience so dearly gained in all rivers of the extraordinary way in which the numbers of salmon annually decrease, unless some such means are taken for their preservation, and artificial increase would clearly point to the advisability of establishing such an inexpensive and, at the same time, useful and remunerative concern, at an early date. Besides, the security which would be given by such an undertaking, with regard to the regular annual supply of the fish frequenting the rivers of British Columbia, it is considered of great importance to introduce into them the very large and valuable species of salmon found in the Columbia River in the neighboring United States, but unknown in our Province.

We would ask to call your attention to the fact that it was solely with the above object in view that the offer above alluded to with reference to taxation on fishermen and fishing implements on the part of the fishermen was made, and not with a view of meeting the expense attendant on the employment of fishery overseers or water bailiffs. An industry which, in almost the first year of its establishment, exports fish approaching in value to half a million of dollars is clearly of such direct and indirect value to the Dominion at large as to warrant the Government in going to a certain expense to secure its continuance; and it would hardly seem just that while Indians and others can, without taxation and unfettered, secure fish for home consumption, that some should be taxed merely because the fish they take may have a different destination.

We have the honor to be, Sir,

	Your obedient servants,
(Signed)	CLEMENT F. CORNWALL,
do	F. J. ROSCOE,
do	EDGAR DEWDNEY.

The Honorable

The Minister of Marine and Fisheries.

#### VICTOBIA, B.C., 28th March, 1878.

DEAR SIR,—Understanding that it is your intention to visit the Eastern Provinces, and knowing your love for that noble sport angling, we would esteem it a great favor if you would use your influence with the Head of the Fishery Department for the protection of Victoria Arm against the murderous attacks made upon it by fishermen with nets. These men make a regular practice of fishing the Arm with nets as high up as the Gorge, which completely destroys it for the purposes of angling.

The Arm being a place of resort for pleasure seekers, and highly prized by anglers owing to its close proximity to the city, we would feel ever grateful to you if you could prevent nets being used inside Hospital Point. Attached hereto is a plan shewing Victoria Harbor and Arm.

Yours, very truly,	
(Signed)	THOS. RUSSELL,
do	R. J. RUSSELL.

A.S. D. McElmen, Esq.

GOVERNMENT HOUSE,

VICTCBIA, B.C., 27th March, 1878.

SIB,—I have the honor to enclose you herewith, for the consideration of the Dominion Government, a copy of an address from the Legislative Assembly of this Province to me, dated 16th ultimo, urging my Government to request the Dominion Government not to grant any exclusive rights to fish for salmon in the waters of British Columbia.

I have also the honor to enclose you a copy of a Minute of my Executive Council, dated 19th instant, approving of the said Address.

I have the honor to be, Sir,

Your obedient servant,

(Signed) A. N. RICHARDS,

Lieutenant-Governor of British Columbia.

Honorable R. W. Scorr,

Secretary of State, Ottawa.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His His Honor the Lieutenant-Governor, on the 19th day of March, 1878.

On a Memorandum from the Honorable the Provincial Secretary, dated the 19th day of March, 1878, recommending the approval by His Honor the Lientenant-Governor of an Address of the Legislative Assembly, requesting that His Honor will be pleased to take into consideration the following resolution of the House:—

"Whereas application has been made to the Dominion Government for the "exclusive right to fish in certain parts of Fraser River, which, if granted, will be a "great injustice to the fishing interest;

"That this House is therefore of the opinion that the Government should "respectfully request the Dominion Government not to grant any exclusive rights to "fish for salmon in the waters of British Columbia."

The Committee advise that the recommendation be approved.

Certified,

#### WILLIAM SMITHE.

Minister of Finance and Clerk of Executive Council.

## 16th February, 1878.

MAY IT PLEASE YOUR HONOR,—We, Her Majesty's dutiful and loyal subjects, the Legislative Assembly of the Province of British Columbia, in Parliament assembled, beg leave to approach your Honor with our respectful request that your Honor will be pleased to take into consideration the following resolution of this House:—

"Whereas application has been made to the Dominion Government for the "exclusive right to fish in certain parts of Fraser River, which, if granted, will be a "great injustice to the fishing interests;

"That this House is therefore of opinion that the Government should respect-"fully request the Dominion Government not to grant any exclusive rights to fish "for salmon in the waters of British Columbia."

(Signed) J. ROLAND HETT,

Clerk.

To His Honor,

The Honorable Albert Norton Richards,

Lieutenant-Governor of the Province of Brisish Columbia.

D. S. S. 13th April, 1878.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 32, of the 27th ult., enclosing a copy of an Address presented to you by the Legislative Assembly of the Province of British Columbia, and of a Minute of your Executive Council approving of the same, requesting the Dominion Government not to grant any exclusive rights to fish for salmon in the waters of that Province.

> I have, &c., (Signed) R. W. S.

To His Honor

The Lieut.-Governor of British Columbia, Victoria.

### Department of Marine and Fisheries, Fisheries Branch, Ottawa, 28th May, 1878.

SIR,—In communicating to you the enclosed copy of a series of Fishery resolutions for British Columbia, recently adopted by the Governor General in Council, I am desired by the Minister to observe that the very moderate restrictions thus placed on the operations of salmon fishermen appear to be indispensable at present to the permanent welfare of that important business. During the current season you will please take notice of the observance and effect of these regulations, and at the close of the season state the result of such observations.

> I have the honor to be, &c. &c.

#### &c. &c.,

(Signed) W. F. WHITCHER,

for the Honorable Minister of Marine and Fisheries.

A. C. ANDERSON, Esq., Inspector of Fisheries,

spector of Fisheries, Rose Bank, Victoria, B.C.

> GOVERNMENT HOUSE, OTTAWA, Thursday, 30th day of May, 1878.

#### Present :

### HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

On the recommendation of the Honorable the Minister of Marine and Fisheries, and under the provisions of the Act passed in the Session of the Parliament of Canada, held in the 31st year of Her Majesty's reign, chap. 60, and intituled "An Act for the regulation of Fishing and protection of Fisheries," His Excellency, by and with the advice of the Queen's Privy Council for Canada, has been pleased to order, and it is hereby ordered, that the following Salmon Fishery Regulations for the Province of British Columbia be, and the same are hereby made and adopted :

1. Drifting with salmon nets shall be confined to tidal waters; and no salmon net of any kind shall be used for salmon in fresh waters.

2. Drift nets for Salmon shall not be so fished as to obstruct more than one-third of the width of any river.

3. Fishing for salmon shall be discontinued from eight o'clock, a.m., on Saturdays to midnight on Sundays.

(Signed) W. A. HIMSWORTH,

Clerk, Privy Council.

A. 1879

#### DEPARTMENT OF MARINE AND FISHERIES, FISHERIES BRANCH.

OTTAWA, 28th May, 1878.

SIB,—It is said that some of the stakes of fish-trap or pound built last season on Fraser River, and which is referred to in your correspondence, have been left since the fishery was abandoned. Please see section 13, sub-section 3, of the *Fisheries Act*.

I am.

&c., &c., &c.

(Signed) W. F. WHITCHER, For the Hon. Minister of Marine and Fisheries.

A. C. ANDERSON, Esq., Inspector of Fisheries., &c., &c.

VICTOBIA, B. C., 4th June, 1878.

SIR,—Since the closing of the Indian Commission on the 10th May, I have been anxiously expecting instructions from Ottawa with reference to the subjects of my previous communications. As previously intimated, I have deferred making the appointment of an Overscer at New West Minister until the sanction of the Department shall have reached me. In two or three weeks more, however, the services of such officer will be important, and it will be necessary also to make publicly known the modifications of the general Fishery Law that may have been sanctioned.

I telegraphed to Ottawa last month to the effect that it would be important that the northern fisheries along the coast should be visited during the present summer to regulate certain matters connected with the fisheries now in course of establishment, and to prevent complications between these new comers and the Indian residents.

Col. Powell, Indian Superintendent, had suggested to me that in this matter we should co-operate, as well to save outlay by dividing the cost between the two Departments as for other reasons. To enable us to do this with efficiency and economy, the services of the "Sir James Douglas" were asked for, since there were no other practicable means of conveyance available. Captain Cooper has, however, informed me that he has been instructed that the "Douglas" will not be put at our disposal for the present year. The contemplated visit must therefore of necessity be deferred.

So far as present indications go, the promise of an abundant salmon fishery is good. I shall again communicate after the receipt of your expected instructions.

I have the honor to be, Sir, Your obedient servant, (Signed) ALEX. C. ANDERSON,

Inspector.

The Deputy of the Minister of Marine and Fisherics, Ottawa.

> DEPARTMENT OF MARINE AND FISHERIES, FSHERIES BRANCH,

OTTAWA, 8th May, 1878.

SIR,—The attention of this Department has been called to a practice of certain persons who fish with nets in Victoria Arm of obstructing the entire channel and thereby injuring the fishing. It is suggested that the waters of the Arm inside of Hospital Point should be reserved from fishing with nets. Please let me know what you think of this suggestion. 42 Victoria.

Also, refer to section 13, sub-section 4 of the *Fisheries Act*, which forbids obstructing streams or channels, and require any persons using nets in the Arm to conform to this section.

I am, Sir,

&c., &c., &c.,

(Signed)

W. F. WHITCHER,

for the Honorable Minister of Marine and Fisheries.

A. C. ANDERSON, Esq., &c., &c., &c., Victoria, B. C.

VICTORIA, B. C., 4th June, 1878.

SIR,—With reference to your letter of the Eth May, and to the subject therein treated, I have made full enquiry, and though I find that the case has been somewhat overstated in the representation made to your Department, I think it would be advisable for the protection of the trout fishery within the Victoria Arm that the measure suggested should be adopted, namely, that fishing with nets shall be pohibited within a line drawn from Hospital Point, in Victoria Harbor, and Laurel Point on the opposite side. I shall, of course, await the sanction of the Department before taking further steps in this matter.

I have the honor to be, Sir,

Your obedient servant,

(Signed) ALEX. C. ANDERSON,

Inspector.

W. F. WHITCHER, Esq.,

Commissioner of Fisheries, Ottawa.

(By Telegraph from New Westminster, B.C.)

OTTAWA, June 24, 1878.

T. R. McINNES, M.P.

Please withdraw adoption of fishery regulations till further advised by letter. There is no salt-water salmon fishing in British Columbia Rivers. Does fresh water mean waters affected by tides? Enforcement of this rule virtually closes canneries. Closing salmon fishing till midnight Sunday compels canneries to close Monday for want of fish. They ask for close time to be from noon Saturday till 6 p.m. Sunday. Please roply.

(Signed)

To Hon. A. J. SMITH.

Telegram.

OTTAWA, 24th June, 1873.

Don't enforce close season according to regulation. Let it be from Saturday noon till 6 p.m. Sunday.

(Signed) A. J SMITH.

To A. C. ANDERSON, Esq., Fishery Officer, Victoria, B. C.

(By Telegraph from Vietoria, B.C.)

OTTAWA, July 6, 1878.

Canneries anxious that words be added at end of Section 1 of Order in Council, 30th May, as follows: "Above established tidal limits."

(Signed) A. C. ANDERSON,

To Minister Marine and Fisherics.

# NEW WESTMINISTER, B.C., 9th August, 1878.

SIB,—At a meeting of the whole of the proprietors of the canning establishments on the River Fraser, held yesterday, and convened for the purpose of considering the enclosed Bill, lately introduced into our Provincial Parliament, entitled "The Chinese Tax Act, 1878," I was instructed to forward to you a copy of the proceedings at that meeting (which please also find herein enclosed), and to ask you to kindly represent our views on the matter to the Dominion Government.

The Chairman of the Board of Proprietors, Henry Holbrook, Esq., telegraphed you to-day, advising you that the enclosed protest and Bill would be forwarded by mail.

I am, Sir,

Your obedient servant,

(Signed)

Secretary to the Board of Cannery Proprietors.

J. H. HODGSON,

The Hon. SIR A. J. SMITH,

Minister of Marine and Fisheries, Ottawa.

At a meeting of the Board of Cannery Proprietors on the Fraser River, held at the Colonial Hotel, New Westminister, B. C., on Thursday the 8th day of August, 1878, at 7 o'clock p.m.

Present-Henry Holbrook, Esq., in the chair, and the representatives of the following Canneries, viz:-

Messrs. English & Co.,	By Mr. English & McAdair.
do Lane, Pike & Nelson,	Mr. J. H. Hodgson.
do King & Co.,	Mr. Gustavus Wright.
do Ewen & Wise,	Mr. Ewen and Mr. Wise.
Henry Holbrook & Co.,	Mr. Holbrook.
British Columbia Packing Co.,	Mr. Finlayson & McBirrell.
J. S. Deas,	Mr. Deas.
The Delta Canning Co.,	Mr. Laidlow.

Mr. Charles Wright, of Messrs. King '& Co.'s Canning Establishment, was also present at the meeting.

The Secretary, Mr. Hodgson, read the minutes of the previous meeting, which were confirmed.

The Chairman explained that the meeting had been called for the purpose of taking into consideration "The Chinese Tax Act, 1878," viz.: A Bill brought in by the Honorable Mr. Walkem, and now being passed through the Provincial Parliament at Victoria.

The Secretary having read the Bill to the meeting, the Chairman invited the members of the Board then present to express their views thereon.

Mr. Gustavus Wright spoke at some length and pointed out the injustice of the Bill as applicable to the canning industry. The whole of the representatives present also spoke strongly protesting against the Bill, and recommending immediate action being taken to prevent the Act becoming law in its present state.

Whereupon the following resolution moved by Mr. Gustavus Wright, and seconded by Mr. Samuel Adair, was put to the meeting by the Chairman and carried unanimously, viz:-

"That the proprietors of the canneries on the Fraser River, having heard the "Chinese Tax Act, 1878," read, most strongly protest against the passage of said Act, on the following grounds:

"(1) Chinese labor at present is the only available labor for the prosecution of the canning business, and if the Act is passed it virtually closes every cannery in the district.

"(2) The term during which the canning business can be prosecuted is so short and precarious that no class of people, except Chinamen can be found who will be satisfied to work for a month or two and remain idle during the rest of the year. Many of those who work in canneries do not earn enough during the entire season to pay the annual tax demanded,

"(3) It is unjust in demanding of the employers a penalty for the fault committed by the employees.

"(4) A young and growing business, like the canning business, demands fostering care at the hands of the Government instead of obstacles being thrown in its way.

"(5) By the passage of this Act more than 1,500 whites and Indians, who are now employed in the canneries on the Fraser River, would be at once thrown out of employment; and other industries, such as saw mills, &c., would be seriously injured thereby."

Resolved,-That a copy of the proceedings of this meeting be sent to the following gentlemen, viz.: to Ebenezer Brown, Esq., M.P.P. for the City of New Westminster; to Messrs. Donald McGillivray and Wellington Harris, M.P.P. for the New Westminster District; to Sir A. J. Smith, Minister of Marine and Fisheries, Ottawa, and also, to Alex. C. Anderson, Esq., Inspector of Fisheries, Victoria.

> (Signed) HENRY HOLBROOK.

> > Chairman.

(By telegraph from New Westminster, B.C.)

OTTAWA, 11th August, 1878.

Act imposing heavy tax on Chinamen passed Provincial Parliament. Protest of cannery proprietors, with Bill, forwarded to you by mail.

> (Signed) HENRY HOLBROOK,

> > Chairman.

To A. J. SMITH,

Minister of Marine and Fisheries.

NEW WESTMINSTER, B.C., 17th September, 1878.

DEAR SIR,-At a special meeting of cannery proprietors held at the Colonial Hotel, New Westminster, this day, the resolutions annexed at foot hereof were unanimously passed, and I was instructed to forward a copy of same to you, asking you to

be kind enough to lose no time in transmitting them to the Honorable the Minister of Marine and Fisheries, Ottawa, with a request from yourself that imme liate steps may be taken in the matter.

I remain, dear Sir,

Yours faithfully,

# (Signed) J. HAYES HODGSON,

Secretary to Board of Cannery Propietors.

A. C. ANDERSON, Esq.,

Inspector of Fisheries, Victoria, B.C.

Copy of resolutions above referred to :--

"Resolved,—Referring to the action taken by the Board of Cannery Proprietors at their meeting, held on the 20th day of March, 1878, recommending the establishment of a salmon hatchery on the Fraser River during the present season, this meeting respectfully requests Mr. A. C. Anderson, Inspector of Fisheries, to urge upon the Hororable the Minister of Marine and Fisheries, the desirability of a sum, say \$25,000, being placed upon the Estimates of the present financial year to secure this object."

"*Resolved*,—Also, that Mr. Anderson be also requested to recommend that a thoroughly efficient officer be instructed to visit the Fraser River, before the close of the present fishing season, and to establish a fish-breeding station there."

# ROSEBANK, VICTORIA, B.C., 23rd September, 1878.

SIR,—On my return from my visit to the northern fisheries I found awaiting me the copy of a memorial addressed to the Honorable the Minister by the Board of Cannery-proprietors on the Fraser with reference to the recent action of the Legislature in this Province embodied in what is termed "The Chinese Tax Act, 1878."

I do not question that upon general grounds of public policy alone, this Act will be disallowed at Ottawa; but I feel constrained to point out not only its general bearing on the local industries at large, but more particularly the ruinous effect it would, if permitted, exercise on the fishery interests in regard to which I am specially authorized to speak.

The Cannery-proprietors in their memorial point out in detail the modes in which the Act affects them; and my own observation, both on the Fraser and elsewhere, teaches me that in the present condition of the labor market in this Province, it would be impracticable to carry on this industry without the aid of that economical and comparatively skilled labor which the Chinese afford. Nor, indeed, in any case would it be easy to replace them, even with higher pay, by others of any class, equally trustwortny and effective.

The active steps which have recently been taken to collect this tax in Victoria have already caused a cessation of all Chinese labor there and in the environs, to the great present detriment of the community. I am now informed that the strike has extended to the Canneries; and if this report be true, as the salmon are still running in numbers on the Fraser, a great loss to the proprietors, and a considerable diminution of the expected proceeds of the fishery must necessarily ensue. 42 Victoria.

I had intended to address myself on this subject directly to the Honorable the Minister, but on reflection I have preferred to do so through you, leaving you to submit the facts to him for his information.

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

> > (Signed) ALEX. C. ANDERSON,

Inspector, B.C.

W. F. WHITCHER, Esq., Commissioner of Fisheries, Ottawa.

> ROSEBANK, VICTORIA, B.C., 30th November, 1878.

SIR,—I have the honor to forward copy of resolutions by the Board of Canneries, on the Fraser, having reference to the establishment of a salmon hatchery on that river, and enclosed to me with a request that I should transmit them.

The resolutions reached me too late in the season to admit the possibility of effective action during the present year; and I have therefore deferred forwarding them till now, when, during the preparation of the annual estimates, the proposition may come legitimately under consideration.

I beg that the application now made may be read in connection with my letter to you of 7th January last, to which, and its enclosure, I respectfully refer you; and in this connection I earnestly recommend the application for favorable consideration.

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

(Signed)

ALEX. C. ANDERSON, Inspector of Fisheries, B.C.

The Honorable

The Minister of Marine and Fisheries, Ottawa.

> ROSEBANK, VICTORIA, B.C., 2nd December, 1878.

SIR,—Referring to my letter of the 4th June, in reply to yours of the 8th May, concerning the netting of trout and other fish in Victoria Harbor, I respectfully request to be authorized to take steps for its prevention.

I suggest that I should be permitted to put a notice in the local 'papers, "under authority," forbidding the use of nets above the line stated in my communication, viz.: from Hospital Point to Laurel Point. In this case the Harbor Master, Captain Nagle, kindly volunteers to see that the rule is not infringed, and the anglers of the neighborhood will also gladly co operate, so there will be no further outlay beyond the advertisements.

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

> > (Signed)

ALEX. C. ANDERSON, Inspector.

W. F. WHITCHEB, Esq., Commissioner of Fisheries, Ottawa.

### DEPARTMENT OF MARINE AND FISHERIES, FISHERIES BRANCH,

OTTAWA, 28th May, 1878.

SIR,--Harrison River is mentioned as a favorable place for spawning salmon. Please state what you know about it, and also if you think it would be beneficial to reserve it as a breeding stream.

If you know of any other more suitable place, examine and describe it.

I am, Sir,

&c., &c., &c.,

(Signed) W. F. WHITCHER,

For the Hon. Min. of Marine and Fisheries.

A. C. ANDERSON, Esq. Victoria, B.C.

> ROSEBANK, VICTORIA, B.C., 2nd December, 1878.

SIR,—With reference to your letter of 28th May last, concerning Harrison River as having been mentioned as a favorable place for salmon spawning, and suggesting whether it would be beneficial to reserve it as a breeding stream, I have now the honor to state that I do not think that it presents any special advantages for the purpose in question, while I may decidedly state that it would be quite impossible to reserve this river for the purpose in question. It is a navigable river, and its waters yield a livelihood to numerous tribes along its banks.

Confining myself to the Lower Fraser, only the River Quequealla, falling in close to Hope, is in my opinion a preferable position. This stream, some thirty yards wide, closely resembles in character the Clackamass, in Oregon, upon which, in connection with the Columbia River fisheries, a salmon breeding establishment of the United States Government is now, I am informed, in successful operation.

This, however, is a subject upon which I express an opinion with very great diffidence. The examination by a competent expert alone, alive to all the varied requirements, would justify a decision.

I may revert to this subject in my general report, which I hope to transmit early in the coming year.

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

(Signed) ALEX. C. ANDERSON,

Inspector, B.C.

W. F. WHITCHER, Eaq., Commissioner of Fisheries, Ottawa.

> ROSEBANK, VICTORIA, B.C., 31st December, 1878.

SIR,---I have the honor to transmit herewith return, statement and other document; connected with the fisheries in this Province for the past year.

The result is very encouraging, and may be accepted in earnest of still greater and more rapid improvement in the near future. Upon Fraser River, where chiefly the salmon business is at present carried on, the successive runs of fish continued with much regularity throughout the season; and the several canneries were enabled

to put up more than one hundred thousand cases of tinned salmon, and upwards of five thousand barrels of salted fish, chiefly for exportation.

Copious supplies, too, have reached the upper waters, spreading contentment among the natives along the banks, to whom the salmon are a chief source of subsistence; and plentifully restocking the spawning beds in the remote interior.

2. Acting on the authority previously given to me by the Department, I, in July, employed Captain George Rittendreigh as fishery officer for the Lower Fraser and its neighborhood. A check was thus maintained against possible abuse of the fishery enactments; and though on several occasions it was found necessary to inflict moderate fines for partial violations of the law, the recurrence of the unseemly discords complained of as having existed during the previous season was effectually prevented.

3. I have every reason to feel satisfied that the operations of the past year have been conducted with economy, and that no avoidable waste of fish has occurred. Of course, from accidental causes, some sacrifice of fish for mercantile purposes has occasionally happened; but in such cases the cannery proprietors have usually presented the fish gratuitously to the natives around, who have cured the fish by drying, for their own consumption.

4. The several Orders in Council for the regulation of the fisheries in this Province, with subsequent modification by telegram, were duly promulgated as soon as received. Some verbal alterations in the proclamation will be necessary; and these, with such suggestions in regard to the general provisions of the Fishery Act as required to be modified to suit the circumstances of this Province, form the subject of a special report which will accompany this, in accordance with the instructions contained in your circular letter of the 7th December last.

5. In this connection I may state that, early in July, I received from the Provincial Attorney-General a letter covering a communication to him from Chief Justice Sir Matthew B. Begbie, in relation to the supposed operation of the Order in Council. Copies of these, with my reply, have already been submitted for the information of the Department.

6. The question of the Indian fishing rights, to which allusion is made in Sir Matthew Begbie's letter, is of extreme importance and should be decisively dealt with. I have, however, already expressed myself so strongly on this subject in my previous reports that it seems almost needless to dwell on it at any length, and the less so, since it is again referred to in the special report already mentioned. I may add that by the letter of the Minister of the 8th August, I was duly authorized to suspend the application in regard to the Indians of the fishery enactments. Previously thereto, however, I had, in anticipation of the support of the Department, given directions that the Indian population should not be interfered with, save in case of obvious abuse, while fishing for their own use in their accustomed way. At the same time, it was stipulated that, where fishing with white men and with modern appliances, the Indians so fishing should be considered as coming in all respects under the general law.

7. While treating of this subject I respectfully refer you to the remarks contained in my last year's report. To these I have little to add, though I would willingly quiet the alarm of those zealous agitators (few, possibly, in number) who contend that the untrammelled exercise of the aboriginal must necessarily cause the ruin of the fisheries. These objectors are oblivious of the fact that, up at least to the advent of the white man, the fisheries throughout the Province were admittedly unimpaired. Yet, up to that period, from time immemorial, and while the natives were much more numerous than they now are, the aboriginal fisheries both on the coast and in the interior were prosecuted, after the hereditary fashion, without that deplorable consequence which, in ignorance or through oversight, some well meaning individuals may now, possibly, choose to foreshadow. Any deterioration that may have appeared of late years in the fisheries either of the coast or in the interior, therefore, must be ascribed to other causes than that referred to. That such deterioration is apparent, however, to any material extent, I am nowise prepared to admit; though in a special instance (that of Victoria Herbor) it has been found necessary to recommend restrictive measures—but these restrictions affect the white fishermen and not the Indians, whose local interests have practically suffered in common with those of the rest of the community.

8. I have so far sought to place this subject before the Department on grounds solely of humanity, of justice, and of prudential consideration. I have now to add that, in my opinion, the exercise of the aboriginal fishing rights cannot be legally interfered with. I refer you to a pamphlet which accompanies this, published by the Provincial Government on the Indian land question, containing copies of the treaties with the Indians of the several tribes under which the settlement of a portion of the Province was commenced and has proceeded. In all of these treaties the following clause appears :—"It is understood, however, that the land itself, with these small exceptions, becomes the entire property of the white people forever; it is also understood that we are at liberty to hunt over the unoccupied lands, and to carry on our fisheries as formerly."

Fourteen tribes, under district treaty, have their fishing rights thus indefeasibly secured to them; and the same right, though unexpressed in writing, has, of necessity, been understood, as settlement extended, to be secured to all the rest.

9. I earnestly repeat, therefore, my former recommendation, that the Indians of this Province be formally exempted, by Order in Council, from the application of the general fishery law. In this way their position will be publicly understood; and the risk will be avoided that, in some remote part of this wide region, some over zealous efficial may, through ignorance, be tempted to misapply the intention of the law as at present authorized, and thus originate troubles which it will be more easy to excite than to allay.

10. As notified in my letter of the 23rd September, I judged it necessary to visit during the summer some of the northern fisheries of the coast. After my return I addressed Lt.-Col. Powell, Indian Superintendent in Victoria, officially, on the objects of my visit, pointing out to him the urgency that steps should be taken to reconcile the disagreements which had arisen, in certain localities, between white fishermen lately settled there, and the native occupants of the vicinity. Col. Powell informs me that he has addressed his Department on the subject; and I assume that the head of that Department has conferred with you regarding it.

Judiciously treated these matters may, I opine, be satisactorily arranged both at the points in question and elsewhere along the coast, and I have assured the superintendent that I shall gladly co-operate with him in as far as may be in my power towards that end.

11. Without going into particulars of my northern visit, noticed in the letter just cited, I subjoin the result of some notes made during its prosecution.

#### NASS RIVER.

This stream which discharges into the arm of the sea, terminating in the Observatory Inlet of Vancouver, close to the Alaska boundary, is of some magnitude, and with steamers of light draught might be navigated for twenty miles or more from its entrance.

In the lower part the mountains rise, generally, abruptly from the shore. Some miles higher up they recede in parts, leaving flat alluvial banks of moderate extent. The fishing station of Mr. Robertson, the only station at present established here, is situated on the right bank, close to the main Oolâhan fishery of the Indians, who, during spring and early summer, resort thither from many quarters, and in large numbers. Three miles above this point Mr. Robertson has a house with a considerable patch of land under cultivation, where, during the period of my visit, most of the ordinary culinary vegetables were growing in the most flourishing manner. There is a small steam saw-mill here; the timber sawn (of which there is a copious supply) being chiefly, if not entirely, the spruce, or menzies fir, a wood easily wrought, and of excellent quality. The main buildings connected with the fishery are, however, at the lower station, and I was much struck with the evidences of industry and energy which were there apparent. With very moderate aid from white and skilled labor, though when necessary with the hired assistance of the Indians of the neighborhood, Mr. Robertson had succeeded in erecting since last year, besides other buildings, a large and substantial structure for present and future operations. This building, 84 feet in breadth and, with the extension of the love portion, upwards of 100 feet in length, was two stories in height, and in every part well finished and nearly glazed. Attached to the lower part was an extension containing the steam apparatus for heating the vats for extracting the Oolâhan oil, a business prospectively of much importance. On the whole, I was much pleased with my inspection, and from the interviews which I had with the native chiefs, I concluded that Mr. Robertson, who holds a commission as Justice of the Peace, conducts his business, with relation to those around him, with commendable prudence.

The Oolahan, though frequenting some other rivers along the coast, including the Fraser River, is nowhere found of so fine a quality as in the Nass. Of this fish the *Phaleichshys*, or *Osmerus Richardsonii*, I have a' eady spoken in previous reports. The shoals, on their way to the spawning-beds, reach the entrance of the Nass about the end of March. The river thenceforward, till the termination of the season, is crowded with the ascending fish as far as the tide water extends—the limit of their spawning-ground. This point on the Nass River is some twenty miles above the mouth. After spawning, the fish return to the ocean in the ordinary way; but no knowledge of their resort during the interval of their visits is obtainable.

The following varieties of salmon frequent the Nass :---

1st. Run about 20th April to 10th June; 27 to 48 pounds weight; called by the natives yee dgh, and corresponds apparently with the saw quai of Fraser River.

2nd. Run about 20th June; 7 to 12 pounds; called by the natives missaugh, and corresponds apparently with the suck kai of Fraser River.

3rd. Run about 20th August to end of September; about 15 pounds; called by the natives *mil-laet*, and corresponds apparently with the *co-hues* of Fraser River.

4th. Run, a fine silver salmon of from 10 to 12 pounds weight succeeds for a short interval. This variety is called by the natives you-agh. The hook-nosed salmon, (s. canis), locally called kaineesh; and the stum-maun (hun-nun or hone of the Lower Fraser) succeeds in the late autumn. The former of the last two varieties is a fish of no commercial value, though dried by the natives for their own use, and when caught in the salt water before entering the rivers to spawn, not unpalatable to more fastidious tastes. The stum-maun, a white-fleshed variety last mentioned, though palatable when fresh, is not valued for curing; though some were, I have understood, canned at the Skeena fisheries during the past season, injudiciously, I think, if intended for market. The first four varieties, which may be regarded as the staple salmon products of the river, are fish of superior quality, and well fitted either for canning or salting.

In addition to the true salmon that ascend the Nass there is a variety of sea trout of considerable size (10 or 12 pounds or more) which enter the river late in the season, and are caught near the outlets of the interior lakes in early spring. These fish, known here as *la-dih* and corresponding apparently with the *tays-lay* of the Upper Skeenâ, are of fine quality; and if procurable in sufficient abundance would be valuable for market purposes. Continuing to feed voraciously after they leave the salt water, these trout (unlike the salmon in both respects) do not deteriorate as they ascend. Unlike the salmon of these waters, too, they return to the sea after spawning, after the fashion of the genus elsewhere.

I was particular in my enquiries as to the condition of the spawning beds on the upper waters; I was glad to be assured by Mr. Robertson that, from his own personal observation, great care is extended by the natives towards their protection. No one is allowed to fish within certain limits; and several circumstances were mentioned by Mr. Robertson, all tending to show that the Indians both understand and appreciate the importance of preserving the nursery grounds from injury.

Through adverse circumstances, and the deficiency of time for preparation to meet the requirements of the business, the exertions of Mr. Robertson have not

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obtained during the past season that measure of success which he is entitled eventually to expect. This will appear by reference to the return statement. New arrangements, however, which I understand have been entered upon since my visit, accompanied by the introduction of more capital, justify me in anticipating for another year a very different showing.

In conclusion of this portion of my subject I may remark that, on the whole, my visit to this section of the Province, though not performed under the most attractive circumstances, was productive of much satisfaction. I found the Indians of the Nass and its vicinity, whom more than forty years ago I had known in a condition of unmitigated barbarism, and some of the elders of whom now eagerly claimed recognition, signally ameliorated in all their social attributes. The humanising influence of christian teaching has here done its work as elsewhere in divers parts of the Province, and if the effect has been, so far, only partially and very sparsely extended by zealous teachers, the augury for the future at least is happy, and we must not forget that the field is wide while the labourers are few. I am not, however, to pen a moral disquisition but to compile a fishery report. Nevertheless I am tempted, even for relief from monotony of the subject to dwell briefly on the efforts made for the improvement of the natives in this vicinity. To Mr. William Duncan, an emissary of the Church Missionary Society of England, is due the credit of opening this remote field of Christian operation. The mission station of this gentleman is at Met-hla-katla, some thirty miles from the Nass Strait. I had not the opportunity to visit this station; but it has been more than once described, and due justice awarded to the zeal and energy of the founder. Near Fort Simpson, the point where I awaited the return of the steamer from Alaska, the Rev. Mr. Crosby, a Wesleyan Missionary, has been established for some years, and has effected much good. There is a capacious church here, built under his superintendence by the natives; a neat well-finished edifice, of good exterior mien and commodious interior arrangement. Evidences of material improvement are all around. Subsidiary to these stations are one at Kincolith, at the entrance of Nass River, where there is a church to which a school is attached, and another some twenty miles up the river, where a school is carried on. The former of these is attached to the Met-hla-katla mission, the latter to that of Fort Simpson.

#### SKEENA RIVER.

This stream, the mouth of which is about 50 miles south of Fort Simpson, and about 500 from Victoria, is of somewhat greater volume than the Nass. Circumstances did not permit me to ascend it as in the other case, and my visit was confined to the entrance, near which two canneries are established. The Skeenâ, however, has always been regarded by the agents of the Hudson's Bay Company as one of the most prolific streams of the north-west coast, and one less subject to those vicissitudes of supply which have always been characteristic of the Fraser. Indeed the Babine Post, seated on Lake Ná tả at the head of one of the tributaries of the Skeenâ, has always been a staple mart where large supplies of dried fish were procurable, for the supply of other posts, less fortunately situated, on the head waters of the Fraser, not far distant. Twenty or thirty thousand salmon, or more if required, have thus been annually procured by the company for many years, bought from the Indians out of their enormous superfluity. The quality of these fish, too, and their richness, have always been conspicuous, when compared with the salmon caught in a corresponding position in the waters of the Fraser. This difference is ascribable, doubtless, in part to the fact that their travelled course has been shorter; but there are grounds, too, for believing that their condition was originally better.

The success of the canneries at Skeen mouth so far has not been conspicuous, though one of them, it is true, has been only recently established and cannot therefore be fairly judged. Some Indian complications, too, which I have explained elsewhere, and which are now under the consideration of the Indian Department, caused partial impediment during the past season, the recurrence of which it is to be hoped will be averted for the future. I cannot conceal my opinion, however, that much of the ill success complained of may be ascribed to the line of proceeding adopted. My recommendation would be that the main stream of the Skeenâ itself should be regarded as the chief source of supply, with the certainty of obtaining fish of the choicest quality only. The small streams in the neighborhood, however, which during the past season appear to have been the chief source of attraction, yield only varieties of a comparatively inferior description; and there are other objections, too, which, under fuller information, I shall hereafter make the subject of a special report.

The varieties of salmon resorting to the Skeens are identical, as far as I have been able to ascertain, with those found in the Nass.

#### ALERT BAY.

This station is on Cormorant Island, on the eastern or inner shore of Vancouver, and near the mouth of the Nim-kish River, about 230 miles from Victoria. Mr. Huson, the proprietor, has a lease of the island obtained from the former Colonial Government for 21 years, of which some nine or ten have now expired. His operations so far have been contined to the curing of salmon in barrels or in the shape of smoked or kippered salmon; but the intention is entertained, I understand, of erecting a cannery on a large scale in which parties in Victoria will be interested. At present Mr. Huson procures his supply of fish chiefly from the Indians of the Nim-kish River, at a very economical rate, confining the operations of his own fishermen to the seining grounds in the neighborhood in the salt water. Several varieties of very superior salmon ascend the Nim-kish, and the supply appears to be abundant. Mr. Huson kindly presented me on my way down with a small package of his smoked salmon as a sample; the quality, on trial, proved to be very fine; and salmon thus prepared might, I believe, be profitably exported on a much larger scale than has hitherto been practised.

12. Reverting to the Fraser: as will be perceived by the return, the business of this section has materially increased since last year. Three additional canning establishments have been in operation, making eight now in existence between the vicinity of New Westminster and the mouth of the river; the erection of another, I am informed is in contemplation. The subjects referred to in the Commissioner's letters of the 28th May have received due attention. With regard to one of these (the question of the disposal of the sawdust at the mills) I am happy to say that the mill-owners at once evinced their readiness to comply with the regulations, and all cause for complaint has ceased. These mills are worked by steam, and much of the refuse is consumed in the furnaces-the superfluity being employed for embanking or road-making around the premises, or, where not required for these purposes, will be otherwise disposed of. I am glad to have the opportunity of testifying to the alacrity with which the gentlemen in question have met the views of the Department when signified to them by the local officer, Captain Pittendreigh. I had some misgivings about the disposal of the offal from the canneries, lest possibly some evil effect as regards the public health might arise—though as I last year remarked, the greater portion rapidly disappears before the innumerable small fishes. I accordingly wrote recently to Dr. McInnes, the Member for the district, suggesting measures whereby possibly the refuse of the canneries might be profitably utilized as I am told is now done on the Columbia River. After enquiry, Dr. McInnes writes to me that from all he can learn this measure would not be at present practicable; he agrees with me that for sanitary, if for no other, reasons it would be impracticable to dispose of the offal by burial on shore, and suggests as the alternative that the fish curers should be required to convey their offal into mid-channel, whence it would be speedily carried out seaward and cause no detriment. The cannery proprietors, with whom, at my request, Dr. McInnes consulted concur, in this view, so that there will be no difficulty in securing its general adoption.

13. It would be superfluous for me to attempt to describe the various conditions of a canning establishment, as organized for the prosecution of the salmon industry in this Province. I may, however, briefly state that many ingenious devices, with labor-saving apparatus of divers kinds, are eagerly adopted as necessity suggests. It is, of course, only by an organized system of action, and the minute subdivision of labor, that the operations of the industry, from the cutting up of the tin plates, the shaping, the soldering, up to the final labelling of the cans after the insertion and cooking of the contents, can be profitably or successfully carried on. It is pleasing to witness the order and regularity with which these various processes are accomplished; and I cheerfully bear witness, after having visited the various canneries in succession, to the prudent regulations which are obviously in force, and the admirable measures to secure cleanliness that prevail. The structure of these establishments, too, and their various internal appointments, bear evidence of confidence in the permanency of the business. There is no appearance of make-shift contrivance to serve a temporary purpose, but everything wears a lasting and substantial air. The importance of the industry, from an economical point of view, and in view of its future extension, cannot be disregarded. Already, on the Fraser alone, nearly 2,500 men are employed during the fishing season. Among these there is a proportion of young Indian men, who are valuable as assistants in the fishery and readily acquire the art. In the indoor operations a good many Chinese are employed. The services of these last are of special value in the canneries. In consequence of a local law which was passed during the last session of the Provincial Legislature, some difficulty with regard to the employment of the Chinese was at one time apprehended; and the cannery proprietors addressed to you a memorial on the subject, of which a copy was transmitted to me. That document puts the question very fairly before you; and on my return from the north I also addressed the Department on the subject. I am happy to add that the evil consequences at one time apprehended were averted.

### HERRING FISHERY.

14. As mentioned in my report of last year, a quantity of these fish were put up, by a firm in New Westminster, in barrels for exportation. The result was unfortunate: through some defect in the packing process the whole lot spoiled and was unmarketable. I am persuaded, however, that it only requires a due knowledge of the art to prepare these fish profitably for market in the usual way. Formerly it was contended that the herring of this coast were too dry to be worth the trouble or packing; now it is asserted they are too fat to undergo it. In the one case, caught out of season, they were doubtless worthless; in the other, caught on the banks while in their prime, they are, in my opinion, a superior fish, fit for curing in any way. I think public attention is now turning towards them, and that a more successful attempt during the coming season will bear me out in the opinion I have always entertained. Then, as I have elsewhere remarked, an industry of boundless extent will become developed.

Meanwhile, failing their more legitimate application, the herrings have been recently turned to account in another way. This is the extraction of their oil for commercial purposes. Late in November, I was notified by the fishery officer at New Westminster, that two persons, Messrs. Hanson and Rouster, had commenced a herring fishery in Burrard Inlet, in that neighborhood, and were extracting the oil, preserving the refuse for sale as manure. In twenty-five days they had succeeded in getting 1,500 gallons of oil, reported to be of fine quality, and valued at a somewhat higher rate than the ordinary fish oils. I have not yet obtained the return of the whole proceeds of the undertaking up to the end of the year, but it will doubtless come to hand before the closing of the general abstract, which will accompany this.

The establishment of these new adventurers is not a stationary one, but being on a kind of scow or flat boat, is moveable from place to place. The apparatus is described as consisting of a steam boiler, which supplies steam to four vats, in which the herring are steamed and afterwards pressed by means of powerful screws attached to the vats. The oil flows out through perforations in the bottom. The whole outfit is estimated to cost about one thousand dollars. Messrs. Hanson & Rouster, in addition to their own labor, employ five men, and use one boat with 80 yards of net.

Captain Pittendreigh, who supplied the above particulars, adds in his report: "The herrings I saw yesterday (*i. e.*, at Burrard Inlet), were of fine quality, and equal to any on the Atlantic sea-board." The latter conclusion may be fairly questioned, but while unprepared to admit its correctness, I am equally unprepared to controvert it.

15. The deep sea-fishing for halibut, cod and other fish, along the provincial coast, has not so far received attention to any material extent, the curing of salmon having, apparently, almost entirely absorbed the attention of investors. During the past year, however, some parties in Victoria have introduced the practice of shipping fresh halibut in ice to San Francisco by the steamers which communicate regularly three times a month. The amount thus shipped is computed in the return at \$3,000 value, which is, I am led to believe, under the truth. This branch of business is open to great increase, for there is a constant demand for halibut in the San Francisco market, where from its rarity it commands a high price, being under present circumstances retailed at fifty cents per pound. With skill and energy, supported by moderate capital, there lies in the deep fishing of the Province, as I conceive, a vast and prolific source of wealth, so far only very partially developed. Its varied products I have already at various times described, and when it is taken into consideration that British Columbia possesses at least three thousand miles of coast line, the future of her sea-fishing alone, exclusively of the present river fisheries, must be apparent. By our neighbors in California, the importance of the cod-fishery along the north-west coast seems to be constantly more appreciated. About twenty vessels, owned in San Francisco, and varrying in tonnage from 30 to 350 tons, were last year engaged in this fishery, as against six vessels in 1872. Of these, the smaller craft confine their operations to the Alaska coast, the Choumagin group of Islands being a favorite station; the larger vessels prosecute the fishery as far as the sea of Othotsk, but the fish from that quarter are considered to be of a quality inferior to the Alaskan Upon our own coast, while the value of the cod banks, from deficiency of cod. examination, has not hitherto been so confidently asserted, the productiveness of the halibut fishery, and especially along the outer shores of the Queen Charlotte group, has been long established.

While on this subject I may mention that some months ago I received a letter from a gentleman in New Brunswick, asking for information concerning the fisheries of this Province. In reply to him I gave such general information as occurred to me, and authorized him to give publicity to my communication, if he thought it might be of interest to others besides himself.

16. Attention has recently been directed towards the improvement of certain natural oyster beds upon the Gulf of Georgia. Application was made to me by a Mr. Owen Browne, and others, for a lease of flats in the neighborhood of Fraser River. This application I had the honor to forward for your approval under date the 1st October last.

17. With regard to the establishment of a salmon-hatchery on the Fraser, I have the honor to refer you to my letters of the 30th November and 2nd December last; the former covering a copy of resolutions passed by the Board of Cannery owners at New Westminister, in connection with the subject referred to. I also transmit herewith a copy of a letter recently addressed to me partially descriptive of the proceedings at the fish establishment not long ago established in Oregon, on a branch of the Columbia River. Whatever the steps adopted in regard to this important matter, I trust that the introduction of the large salmon of the Columbia will not be lost sight of. For this purpose the position mentioned in my report of last year, conjoined with other general purposes of propagation, still appears to me the most advantageous; but on the other hand it would be more costly, both to erect and to maintain an establishment in that remote position. The question of position, however, as remarked in my letter, is one which an expert alone would be competent to decide, and I am therefore the more diffident of expressing an opinion (further than I have already done in my letter) on this point, for such an opinion, coming from an unprofessional, could command little confidence, and might be gravely erroneous.

#### P. S.-VICTORIA, 15th January, 1879.

18. Since writing the foregoing I have completed in town the abstract of returns procured from different sources. For the purposes of comparison I have retained the same prices as last year, though from the general depression of trade there has probably been a fall in some items, while there certainly has been a large increase in others. The result shows a total for 1878 of \$925,766.98, as against \$583,432.76 in 1877, an increase in favor of this year of \$342,334.22

As I have stated in the opening passage of my report, everything promises favorably for a continued and rapid increase in the development of the wide resources of the Province. At present, even apart from the direct money value, and the benefits locally accruing from the prosecution of the fishery interests, its indirect effect on the commerce of the country is important. The tonnage required for the export of the canned fish alone, reckoned at the customary rate of 26 cases to the measurement ton, amounts to about 4,400 tons; of the barrelled salmon to about 900 tons; of the fish oils upwards of 100 tons; so that in the aggregate between five and six thousand tons of ship accommodation is called into demand for foreign export, besides the large business that is created for internal freightage to the points of shipment.

19. To secure, however, the future development of our fisheries in the outlying portion of the seaboard, and to give that feeling of confidence in the case of the Government, without which no operation can be prosecuted with energy, some measures beyond any that have yet been taken require to be adopted. It is, or should be, with the Indian Department that the onus rests, or should rest. In my previous letters to, and recent interviews with the Superintendent, Col. Powell, I have dwelt forcibly on the necessity of immediate action being taken, and that in the most decided way, to settle definitely the question of the Indian rights in those localities along the coast where trouble has already arisen, and elsewhere where possibly similar difficulties will shortly arise. As may have been gathered from what I have already said on this subject in this report, I am quite prepared to advocate and to sustain the legitimate and hereditary rights which I conceive to be inalienably secured to the Indians, both upon grounds of abstract justice, and of formal concession by the Crown. But I am no advocate for that excess of consideration, should such anywhere exist, which would encourage the Indians, secure in the unfettered exercise of their own priviliges, to dispute with their white co-citizens a share in the copious sea riches with which nature has blessed our shores. I repeat, therefore, my hope that the Superintendent of the Indian Department in Victoria, with whom I have at all times cheerfully co-operated, will be at once instructed to deal with this matter in the most effective way. If in this matter I may appear unduly urgent, the urgency arises, as I trust you will perceive, from the deep sense which I entertain of its importance. No light obstacle should be allowed to impede its speedy settlement, from whatever standpoint we may regard it; whether as concerning the future welfare of the Indians themselves, the immediate care of the Indian Department, or the prospective development of the vast resources of this seaboard, the peculiar care of your own Department.

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

> > (Signed)

ALEX. C. ANDERSON,

Inspector of Fisheries, B. C.

The Hon. J. C. POPE, Minister of Marine and Fisheries, Ottawa. 42 Victoria.

Чавления         Краника         Калика         Кал	Value.         No. of Sailors           70         2000         100         2000         100
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Sessional Papers (No. 110.)

# A. 1879

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he Year 1878.		WHERE MARKETED.		- to San Francisco, per steamers.		ALEX. C. ANDERSON, Inspector.
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c the Kinds, Quantities and Prices of Fish, in the Province of British Columbia, for the Year 1878.		NAME OF OWNER.	ter, Fraser British Columbia Packing Co. raser River. Della Conpany Fuglish & Co. Fuglish & Co. Fuence & Wise Barnel Herring John Ibbotson Frederick Kaye. John Ibbotson Bannel Herring John Ibbotson Frederick Kaye. Frederick Kaye. John Ibbotson Bannel Herring John Ibbotson Bannel Herring Vorth Wet'n Commercial Co. & River. Mr. Huson. Wr. Huson. Mr. Robertson Mr. Buson. Several Parties oduct.		-Estimated do	January, 1879.
RETURN showing		NAME OF STATION.	New Westminster, Fraser River       Fraser British Columbia Packing Co.         River       Near Mouth of Fraser River.       British Columbia Packing Co.         Near Mouth of Fraser River.       English & Company.         Near Mouth of Fraser River.       English & Company.         Near Mouth of Fraser River.       Findlay, Durham & Brodie.         Near Mouth of Fraser River.       Findlay, Durham & Brodie.         Near Mouth of Fraser River.       Findlay, Durham & Brodie.         Near Mouth of Fraser River.       Findlay, Durham & Brodie.         Near Mouth of Fraser River.       Findlay, Durham & Brodie.         Near Mouth of Fraser River.       Frederick Kaye.         Nead do       John Ibbotson       John Ibbotson         do       John Ibbotson       Rouser         do       John Ibbotson       Rouser         Aberdeen, Skeenå River.       Ningeor Canning Co.         Aberdeen, Skeenå River.       Mir. Huson         Mass River.       Mir. Robertson         Nass River.       Mir. Ruson         Doast of British Golumbia.       Fludson's Bay Co.         Per Staamers, in ice, to San       Nin. Robors Say Co.         Per Staamers, in ice, to San       Fludson's Bay Co.         Per Staamers, in ice, to San       Fludson's Bay Co. <tr< td=""><td>Total Value</td><td>Vienomi B C 1111</td><td>VICTURIA, D.C., 14th January, 1879</td></tr<>	Total Value	Vienomi B C 1111	VICTURIA, D.C., 14th January, 1879

2 1010

42 Victoria.

Å. 1879

**RECAPITULATION of Return-Statement**, British Columbia, 1878.

	\$	cts.
5,465 brls. salted salmon, at \$8	43,720	00
$5,452,880$ lbs. canned salmon, $13\frac{1}{2}$ cts	736,138	63
16,741 lbs. smoked salmon, at 8 cts\$1,339 28		
(Not enumerated) smoked salmon, value 800 00		
	2,139	<b>28</b>
50 brls. assorted fish, salted, at \$6	300	00
25 brls smoked herrings, at \$10 \$250 00		
(Not enumerated) smoked herrings, value 1,200 00		
	1,450	00
118 brls. salted Oolâhans, at \$8	.944	
1,600 galls .Oolâhan oil, at \$1	1,600	
2,000 galls. herring oil, at 50 cts	1,000	
150,516 galls. dog-fish and other oils, at 40 cts	60,206	
9,593 skins, fur-seal, at \$4.50	43,168	
Dried haddock, value	100	
Fresh haddock, in ice, per steamers to San Francisco	3,000	
Estimated sales of fresh fish in markets	30,000	
Estimated value of fish cured for private consumption.	2,000	
isoninator varies of and out of private consumption	_,000	

\$925,766 98

1877 1878		
– Increase	\$342,334 22	

(Signed) ALEX. C. ANDERSON, Inspector.

VICTORIA, B.C., 14th January, 1879.

RECAPITULATION of Return-Statement, British Columbia, 1878.

	\$	cts.
2 steamers, 10 to 50 tons	6,400	00
1 schooner, 10 tons	200	00
366 fishing boats	19,760	00
18 flat boats		00
604 salmon nets, 145,608 yards		00
15 Oolahan nets.,		00
6 salmon seines, 820 yards		00
2 herring nets, 480 yards		00
50 fish seines	4,000	00
	#00 CO4	
	\$90,604	

1,200 fishermen; 1,596 shoremen; 2 engineers; 6 sailors; 10 canning establishments, value 1 herring oil establishment, value, \$1,000.

(Signed)

ALEX. C. ANDERSON, Inspector.

VICTORIA, B.C., 14th January, 1879.

110-3

# RETURN

# (111)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all correspondence which may have taken place between the Government, their Engineer or others, relating to the dredging of the North River at St. Andrews, and shewing the reasons why that work, which was begun several years ago, has not been prosecuted to completion.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 15th April, 1879.

# RETURN

# (112)

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879;—For copies of all contracts for public works, piers and repairing of buildings on Grosse Iske, between the 15th November, 1875, and the 1st January last; a statement shewing the names of the contractors, the amounts of the several contracts, the names of the inspectors of works, and the salaries paid to such inspectors; copies of all correspondence in relation to the matters aforesaid.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 15th April, 1879.

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

# RETURN

# (113)

To an ORDER of the HOUSE OF COMMONS dated 24th February, 1879;—For all correspondence between the Department of Public Works and the representatives of the various Railway Lines in connection with the Intercolonial and with the Steamship Companies or their representatives, with a view of obtaining such through freight rates upon grain, etc., from the west to Halifax or European Ports as will constitute Halifax the winter shipping port of the Dominion.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 15th April, 1879.

MACKASEY & CO, SHIPPING AND COMMISSION MERCHANTS, AND DEALERS IN AMERICAN FISHING SUPPLIES, No. 31 LOWER WATER STREET.

HALIFAX, N.S., January 16th, 1878.

SIR,—We are agents and in correspondence with a Steamship Company of Great Britain, and would wish for their information for you to quote us through rates to Liverpool, G.B., for grain and flour via Halifax, showing Grand Trunk, Intercolonial Railway and steamers proportions per quarter and per barrel from Montreal and and Port Huron, intermediate points on the line of Grand Trunk Railway; please mention rates in sterling.

We remain, very respectfully,

Your obedient servants,

(Signed) MACKASEY & CO.

C. J. BRYDGES, Esq.,

General Manager Government Railways, Montreal.

113-1

MONTREAL, 19th January, 1878.

DEAR SIRS,—I have your letter of the 16th inst. It is impossible for me to tell you what the rates will be from different points in Canada to Liverpool, because they are continually varying; I have no means of telling what amount you propose to allow for the steamer between Halifax and Liverpool. The Grand Trunk are prepared to carry produce, of any kind, from all their stations to River du Loup at the proportion of the through rate that they charge to Portland. If you can tell me what rate your steamers will charge from Halifax to Liverpool, it would, no doubt, be possible to arrange a through rate, provided the price from Halifax was sufficiently low.

> Yours truly, (Signed)

C J. BRYDGES.

## MACKASEY & Co., Halifax, N.S.

GRAND TRUNK RAILWAY OF CANADA, GENERAL FREIGHT AGENT'S OFFICE, MONTREAL, 23rd Jan., 1878.

My DEAR SIR,—The rate for grain, 4s. 3d. per quarter, I should consider a very reasonable one. From present appearances I should say cargo could be procured, but have you considered how the grain is to be transferred from your cars to ship. An outside vessel would not have bags, and if you had to hire them to facilitate the loading of the ship it would hurt the rate. I do not at the moment know what our position is in regard to engagements for our steamers via Portland, and before I could make any promise as to our securing a cargo for you, I would have to make some enquiries.

If you wish, I will call to-morrow and see you on the subject.

Yours very truly,

(Signed) P. S. STEVENSON.

C. J. BRYDGES, Esq.

P.S.—The flour quotation is out of proportion to the grain rate. Half the price per quarter, less 3d., should be the rate per barrel of flour, which, at 4s. 3d, per quarter, should make flour 1s. 10<sup>1</sup>/<sub>4</sub>d, say half.

#### MONTREAL, 25th January, 1878.

DEAR SIR,—The arrangements being same as under contract formerly with the Grand Trunk Railway. Free carriage for bags to and from points of shipment; the necessary free passes. The bags being delivered to ship's agents in Liverpool or Glasgow, packed in bails, to be brought back to Montreal freight free. Bills of lading to be endorsed. Bags to be delivered free of our agents in Liverpool at ship's side.

We offer to supply bags and sewing at points of shipments—Montreal, Canada West or Halifax—at three cents per bushel as shown by bills of lading, except in the case of lots less than five cents from points outside Montreal, on which we would add a special charge of, say \$2 to \$3, to cover the expenses of sending men to save the bags.

If a large proportion was bagged in Montreal we could cut this rate, say onequarter cent.

Yours truly,

(Signed) COLLINS & Co.

C, J. BRYDGES, Esq., Montreal.

MONTREAL, 25th January, 1878.

SIR,—We beg to tender for supplying of grain bags, filled and sewed at Montreal, for five (5) cents per bag; or to be filled and sewed at any place out of Montreal for the same rate, with the expenses of the men paid.

We will also rent bags without filling or sewing for flour (4) cents per bag. The bag guaranteed in good order.

Delivery to be made to our agent at London, Liverpool or Glasgow.

We remain, Sir,

Yours respectfully,

(Signed) THOS. LONNE & LEAHY.

C. J. BRYDGES, Esq.,

General Superintendent, Intercolonial Railway Co.

HALIFAX, January 22nd, 1878.

If we guarantee steamship about 25th February, will you give four shillings three pence wheat, three shillings two pence flour, Halifax, Liverpool?

(Signed) MACKASEY & Co.

C. J. BRYDGES, Esq.

HALIFAX, 23rd January, 1878.

Your message received. If we guarantee steamship at Halifax about 25th February, can steamer get cargo from Halifax to Liverpool—for wheat, four shillings and threepence sterling per quarter, and for flour three shillings and twopence sterling per barrel?

C. J. BRYDGES, Esq.

# MONTREAL, 23rd January, 1878.

I can get a cargo of grain at four shillings and three pence from Halifax to Liverpool, the ship providing bags and bagging. Flour cannot be got at the price you mention? Flour could not be got now to ship at more than two shillings a barrel. Provisions could be got from Chicago, or perhaps from Montreal, provided the whole cargo was wished to be in grain. Let me know as to last, and I will ascertain rates that could be obtained.

Let me know also what proportion of grain, and what the carrying capacity of steamer.

(Signed)

MACKASEY & Co., Halifax.

HALIFAX, 24th January, 1878.

Offer too low. Can we hire bags at Montreal, and at about what price, covering a quarter of grain? If we take all grain, will we get the same assistance in regard to labour filling bags necessary for safety of ship as has been promised to George P. Black, Esq? If we take half grain and the balance provisions, would you please ascertain what rate can be obtained? The steamer is between sixteen and seventeen thousand barrels capacity. Answer.

C. J. BRYDGES. Esq. 113-11 (Signed) MACKASEY & CO.

C. J. BRYDGES.

(Signed) MACKASEY & Co.

MONTREAL, 25th January, 1878.

Will enquire about and let you know. I am not aware of any arrangement with Black about loading ships. Am enquiring as to provisions; they can be got. Ship's rate probably twenty-two shillings. It will be necessary for me to know the nameof the steamer, and her class, for insurance.

> C. J. FRYDGES. (Signed)

MACKASEY & CO., Halifax.

OTTAWA, 25th January, 1878.

Parties in Montreal will provide bags and do bagging at Montreal for five centsa bag of two bushels; or they will rent bags, without serving or filling, at four cents. a bag.

> (Signed) C. J. BRYDGES.

HALIFAX, 26th January, 1878.

MACKASEY & Co., Halifax.

Sent cable to owners and received reply. Steamship Ecalliope is name of ship; her class is highest grade, French Verritas. Owners say no account expense bags, &c.; that they could not go for less than five shillings and sixpence, quarter. We wired again. Don't you think you might get five and sixpence ? ship here where-

with. Please answer. We will cable again. Assist me if it can be done.

C. J. BRYDGES.

(Signed) MACKASEY & CO.

MONTREAL, 28th January, 1878.

Five and sixpence is impossible; that is the New York rate, and would be nothing whatever for the Intercolonial Railway. I have telegraphed you from Ottawa about cost of bagging.

> (Signed) C. J. BRYDGES.

MACKASEY & Co., Halifax, N.S.

HALIFAX, N.S., 31st January, 1878.

DEAR SIR,-We received your several telegrams in answer to ours, also in reference to the impossibility of getting five and sixpence as there would be nothing left for the Intercolonial Railway.

We are extremely obliged, and shall for ever remember your very kind con-sideration and assistance, and will call on you when you next come to our city to tender you with personal thanks; those folks on the other side that we are in correspondence with do not understand the favorable geographical position of our city in relation to Europe compared to the many cities on the continent. We would very much like to see this winter port commenced, and to induce my friends abroad to make this commencement we wired them to say that we would forego and charge no commissions in doing the business of this ship; thinking to help the ship out all we could, we have wrote owners and enclosed them your last telegram to show them the impossibility of getting their figures.

You might please, if not putting you to inconvenience, to inform us what would be the best possible rate that could be got on grain per quarter for steamers from Halifax to Liverpool; we are extremely anxious to try and get some boats on here if possible.

In reference to a telegram of ours for some assistance, as had been promised Mr. Black, we beg to be excused for our mistake, on receiving your answer we carefully read Mr. Black's report, and we found that our idea was altogether unfounded.

Thanking you again for your consideration,

We remain respectfully, &c.

(Signed) MACKASEY & Co.

C. J. BRYDGES, Esq., Montreal.

MONTREAL, 4th February, 1878.

DEAR SIRS,—I am in receipt of your letter of the 31st ult., and am sorry that nothing has come out of our telegraphic correspondence. I should, myself, like very much indeed to see a shipment started through Halifax, and I think it can be done without difficulty.

The present rate of freight on grain from Toronto to Liverpool is 16s. 6d. a quarter. It is being shipped at that rate through Portland and also through New York. That rate therefore could be got, but nothing higher.

The Grand Trunk will take 45 per cent. of that, which is equal to about 5s. 3d. a quarter. Bagging and bags will cost a shilling a quarter, that will leave 5s. 3d. for the distance from River du Loup to Liverpool.

The Government has already agreed to take a couple of cargoes at 1s 3d, which would leave just 4s. for the steamer.

If the rate were 12s. a quarter it would give from 4s. 3d. to 4s. 6d. a quarter for the steamer from Halifax, which is the outside price that can be got. I think the rate of 1s. 3d. a quarter from River du Loup to Halifax is not one which can be depended upon for continuance, as it clearly will not pay the cost of transportation.

I shall be very glad indeed to give you any further information at any time that it is in my power, and shall be happy when I am next in Halifax to have the pleasure of seeing you.

Yours truly,

(Signed) C. J. BRYDGES.

Messrs. MACKASEY & Co., Halifax.

## HALIFAX, N.S., February 22nd, 1878.

DEAR SIR,—We received yours of the 14th inst. and noted contents, and have sent extracts of your letter to our friends in G. B., also a maritime chart showing this continent with I. C. R., Grand Trunk, and continuous lines of railroad to San Francisco, which letter we expect they have received against this time. We received a letter from them by last English mail, dated the 4th inst., where they advise when they have a boat discharged again they will wire us, and would be pleased to work up a trade between Halifax and Liverpool; but cannot afford to run for ruinous rates.

Their telegram to us was, cannot accept less than 5s. 6d. to Liverpool. We understand from that, ships would have come for that rate; but would like to get a higher rate.

In their letters referred to they enclosed us a memorandum from a Glasgow firm, find copy of memorandum enclosed, and went on to say, "We find the rates quoted on this side are higher than you quote, and we enclose you a memorandum from a

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Glasgow firm received to-day." The reason they sent us this memorandum was, we received a letter from Grand Trunk, and telegram, stating that if we gave a firm offer of ship at 6s. 9d. per quarter, it would lead to business, which we wired to G.B., but in the interval, ship was engaged to go to Mediterranean on account of freight from here being not remunerative. If the rate were 12s. 3d. per quarter from *Tronoto* to *Liverpool*, it would leave the steamer 5s. 6d. from Halifax, and out of that, steamer would have to pay hire, bag and bagging.

	ð.	u.
Grand Trunk proportion 45 per cent	<b>5</b>	6
Intercolonial proportion 2 per cent	1	3
Balance for steamer		
	12	3

In the event of they wiring us in regard to freight for steamer again, we are in a better position as to details than we were a month ago, and can work with greater economy, for ship bagging can be done for half in Montreal for what the elevator will do it here for. You might please give us your opinion as to enclosed memorandum; we think that portion of it relating to Portland is not to be depended upon.

We remain yours respectfully,

(Signed) MACKASEY & CO.

C. J. BRYDGES, Esq., Manager of Government Railways, Montreal.

MONTREAL, 27th February, 1878.

DEAR SIR,—I am this morning in receipt of your letter of the 22nd inst, and note what you say. I hope to be in Halifax before many days, when I will take an opportunity of seeing you upon the subject.

Rates are somewhat fluctuating; but when you are in a position to know precisely when a steamer is ready to be put on to the berth, I shall be glad to hear from you upon the subject, either by letter or telegraph.

Yours truly,

(Signed) C. J. BRYDGES.

MESSRS. MACKASEY & Co., Halifax, N.S.

### MONTREAL, 20th March, 1878.

DEAR SIE,—Be good enough to let me know whether you could get a cargo of grain in Canada for a steamer expected at Halifax, and if so, at what through rate to Liverpool, and what your proportion would be to River du Loup, based, of course, upon your Portland rate.

Yours truly,

# (S'gned) C. J. BRYDGES.

John Porteous, Esq., Portland.

P. S. STEVENSON, General Freigh

General Freight Agent.

JOHN PORTEOUS,

Assistant General Freight Agent.

GRAND TRUNK RAILWAY OF CANADA, Assistant General Freight Agent's Office, Montreal, March 25th, 1878.

DEAR SIR,—I am this day in receipt of your favor of the 20th inst., about cargo of grain for Halifax,

I do not think that we could get to-day 9s. from Toronto to Liverpool, and I have no idea that a special steamer could accept their division of this rate of 8s. 3d. from Chicago; this month prevents us from contracting Canadian grain.

Yours truly,

(Signed)

JOHN PORTEOUS.

C. J. BRYDGES, Esq., Montreal.

HALIFAX, N.S., 5th December, 18.8.

DEAR SIR,—At the interview you were kind enough to hold with a few of those interested in making Halifax the winter port of Canada you mentioned that you were having the most minute enquiries made into the cost of carrying grain on the Intercolonial Railway. As the Executive Committee of the Chamber of Commerce of this city meet in a few days, when this matter will come up for discussion, will you kindly let me know the lowest rate that grain can be carried over the Intercolonial Railway, and proportionate rates for balance of cargo.

And oblige, your obedient servant,

(Signed) JOHN DOULL,

Chairman Chamber of Commerce, City of Halifax.

Hon. CHAS. TUPPER, C.B.

MONCTON, N.B., 21st December, 1878.

DEAR SIR,—As directed by you I have enquired into the cost of transporting grain and other freight from Rivière du Loup to Halifax, and now report as follows:

The accounts are not kept in such a way as to readily afford the information required; but I have made some calculations, based on the expenditure of last year, which, I believe, give a fair estimate of the cost.

Besides giving you the result of these calculations, I will explain them in detail; and to enable me to do this more clearly, I have attached several statements showing all the figures.

If you refer to the Accountant's statements attached to Mr. Brydges' annual report for 1878, you will find that the total expenditure for locomotive power, after deducting the Superintendent's salary and expenses, was \$5:0,354.22

The engines ran, attached to trains of all kinds, 2,160,000 miles, but they only ran, attached to freight trains, 1,275.726 miles; so that the proportion of the expenses of locomotive power properly belonging to the freight traffic is 313,264.63. This gives a percentage per mile, run by freight trains, of 24.55 cents. In stating the cost of locomotive power I omitted the Superintendent's salary, &c., so as to redeem the cost of transportation as much as possible.

The next item of importance is car expenses. In taking this I leave ou trepairs to passenger cars, repairs to postal, express and baggage cars, small stores and fuel

for cars, and deduct the wages of the conductors, baggage-masters and brakesmen of passenger trains. A proportion is made for oil and waste for packing, and miscellaneous car charges in the same way as was done for locomotive power, to separate the portion properly belonging to the freight trains. A percentage calculated on the resulting figures gives 11.02 cents as the cost of car expenses per mile run by freight trains.

In the charges for maintenance of way and works, I have only taken three accounts—wages, repairing roadway, fences, &c., rails, and fastenings and sleepers. A proportion is again made as to locomotive power, and a percentage calculated on the result, showing the cost of those items per mile run by freight trains, to be 15.02 cents.

I have not taken into account the renewals, station expenses, or general charges, because all these would probably be little, if any, increased by the through traffic.

The portions of maintenance of way and works which I have inserted might also be left out, for a similar reason, especially if the life of steel rails is likely to be as long as is anticipated.

The cost per mile run by freight trains is, therefore :

Total for those two items 35.57	For locomotive power Car expenses	$24.55 \\ 11.02$
Maintenance of way and works	- Total for those two items Maintenance of way and works	

Total cost in cents, per freight train mile ...... 50.59

The number of loaded box-cars in a freight train is (15) fifteen, and, under our tariff, each box-car load is ten tons, or 150 tons of 2,000 lbs. per train.

It follows, therefore, that, taking all the three items of expense above named, amounting to 50.59 cents per train mile, the cost per ton per mile is 33-100 of a cent; or if only the locomotive power and car expenses are taken, the cost per ton per mile is 23-100 of a cent. The cost per car per mile, taking the three items of expense, is 3.37-100 cents; taking only the last two items, 2.37-100 cents.

There are eight bushels of grain to a quarter, and 50 quarters are usually sent in a car. For purposes of transportation, grain (wheat) is estimated at 60 lbs. to a bushel, so that a car-load consists of 400 bushels or 24,000 lbs.

The distance from Rivière du Loup to Halifax is 561 miles; this, multiplied by  $3\cdot37\cdot100$  cents, gives \$18.90 as the cost of hauling a car-load that distance, or  $37\frac{4}{5}$  cents a quarter for wheat.

But if the smaller figures, 2:37-100 cents are used, the cost per car from Rivière du Loup to Halifax is \$13.29, or 26½ cents per quarter of wheat.

The lowest rate offered by Mr. Brydges was 1s. 3d. sterling-30 cents a quarter, which would be \$15.00 a car-load.

Mr. Black told me that the Allan's would make the ocean freight from Halifax sixpence per quarter lower than from Portland, but that would only be \$6.00 a car, not half the cost of hauling, even taking the lowest rate I have named.

From all I have stated, and from a careful consideration of the figures given, you will see that it is impossible to carry this freight less than \$13.00 per car, or 26 cents a quarter for grain without actual loss.

The business would be worth having even at these rates, for it would attract other trace after a little while. And it should not be forgotten that the sight of a large volume of traffic passing over the railway would have a good effect on the minds of the people.

The cargo of an ocean steamship is about 200 car loads; of this only 80 cars are grain, the balance, 120 being provisions, consisting of flour, beef, pork, lard, butter, cheese, and boxed meat; most of these articles are carried per ton, and the rate would be a matter for negociation, taking the cost of carrying  $(\frac{23}{100})$  of a cent per ton per mile) as the basis. For it could hardly be expected that we should carry these articles at as low a rate as grain, when other railways get relatively higher rates.

If the wharf at Richmond will stand to have about 140 car-loads of freight stored on it at one time, I see no impossibility in doing the business this winter with the number of cars we now have. And by making the engines run extra trips they can be made to serve for this winter also.

There is, however, one important factor that must not be left out of sight, that is the possibility of snow blockades. These would not only stop the business for the time, but use up the engines so as to unfit them for use.

There has not teen a really severe winter since the line was opened through to Rivière du Loup.

I should have explained some pages back, that the rate of \$13.00 per car for grain, which I propose, is for 12 tons; while the calculations made as to cost and shewing \$13.29 per car are made on the basis of ten tons.

We therefore offer them this additional advantage, which amounts to two dollars a car.

I am sorry this report has been so long delayed, but in justice to myself I should explain the cause.

You will remember having directed me to write to Mr. Taylor for his views on the subject. I did so, but have received no answer yet. On December 14th I received a telegram from him: "Communication received, will reply forthwith; been from home,"—but up to the present writing no letter has come.

I received Mr. Schreiber's telegram on the 21st, and at once set to work to write out the report, but have only now completed it, as I have been engaged at the same time on the general report, and the other matters I have in hand.

Your obedient servant,

(Signed)

D. POTTINGER.

P.S.—I attach four statements. D. P. The Honorable C. TUPPER, C.B.

Ottawa.

The expenditure on locomotive power for year ending 30th June, 1878, less mechanical superintendent's salary, office expenses and clerks, was \$530,354.22, as against a train-mileage of 2,160,080 miles which gives a proportion as against freight train-mileage, 1,275,726 miles of \$313,264.63, which gives a percentage in cents per freight train mile run of 24.55.

The expenditure on car expenses, for year ending 39th June, 1878, as against a train-mileage of 2,160,080 miles, was as follows:—

	-	Proportion ex- penditure freight-train mileage.	Percentage in cents.
	\$ cts.	\$ cts.	
Repairs to freight cars and vans	88,044 95	88,044 95	6 90
62,859 00			
Oil and waste for packing	37,019 83 10,785 84 15.643 24	37,019 83 6,370 03 9,238 77	2·90 0·50 0·72
Which size	151,493 86		
<ul> <li>Which gives a proportion as against freight-train mileage, 1,275,726 miles, of</li></ul>		140,673 58	11.02

The expenditure on maintenance of way, for year ending 30th June, 1878, as against a train-mileage of 2,160,080 miles, was as follows:--

		Proportion ex- penditare, freight-train mileage.	Percentage in cents,
Wages for repairing roadway, fences, &c Rails and fastenings Sleepers	\$ c 275,231 0 18,324 3 31,056 4	9 162,549 28 5 10,822 22 3 18,341 68	12·74 0 85 1·43
Which gives a proportion as against freight-train mileage, 1,275,726 miles, of	324,611 8	7 191,713 18	15 02

Percentage per freight-train mile in cents :---

Loconuotive power		24.55
Car Expenses :		
Repairs to freight cars and vans	: 690	
Wages of conductors, &c	1 2.90 (	
Oil and waste for packing	0.20	
Miscellaneous	0.72	
		11 02
Maintenance, Way and Works :	} }	35.57
Warne southing to draw to	12.74	30.01
Wages, repairing roadway, &c Rails and fastenings	0.85	
Sleepers	1.43	
Dicehels "	145	15.02
		15 05
		50.59

(By Telegraph from—)

HALIFAX, N.S., December 26th. 1878.

Chamber Commerce meets to morrow afternoon. Please, if possible, instruct me by telegraph to-morrow morning.

To Hon. CHAS TUPPER Minister Public Works.

(By Telegraph from-)

HALIFAX, N.S., December 28th, 1878.

Winter port question postponed to adjourned meeting next Friday.

GEO. P. BLACK, (Signed)

To Hon. CHAS. TUPPER. Minister Public Works.

GEO. P. BLACK. (Signed)

### PUBLIC WORKS DEPARTMENT, INTERCOLONIAL RAILWAY OFFICE, Ottawa, 30th December, 1878.

The question of the cost of transporting grain and other goods over the Intercolonial Railway from Rivière du Loup to Halifax having been referred to me, I have the honor to report that the cost of this service, based upon the operations of last year, exclusive of any charge for station accommodation, management and maintenance of way, is  $26\frac{1}{2}$  cents per quarter for grain, and  $110\frac{1}{2}$  cents per ton for other goods; but if a return freight could be ensured at 90 cents per ton, I think the grain could be carried for 13 cents per quarter, and other goods at 63 cents per ton without loss.

I have the honor to be,

Your obedient servant,

(Signed) COLLINGWOOD SCHREIBER,

F. BRAUN, Esq.,

Secretary Department Public Works, Ottawa.

### HALIFAX, N.S., December , 1878.

DEAR DR. TUPPER, —Some little importance is beginning to manifest itself with regard to the winter grain port question, and we ourselves are naturally most anxious that an effectual move should be made to carry out a project so important to the interests of Halifax. You will remember our conference with you regarding it when you were last here, and we rely on your giving us every assistance in your power. You referred to enquiries being made as to the lowest figure at which grain could be carried over the Intercolonial Railway, and what reduction in the freight tariff could be made to favor the enterprise. Our present desire is to ascertain the result of such enquiries, and whether you can quote a figure at which the freight for grain can be fixed. Different calculations have been made as to the actual cost, varying from 9d. to 1s. 3d., but it must remain for the Government to decide on the terms the railroad authorities can afford to offer for the business.

We shall be truly glad if it can be placed on such a footing as will induce the diversion of the trade in this direction, and we shall await, with much interest, the result of your enquiries and opinion. The season is passing away, and we shall be glad if you can favor us with an early reply.

We are,	yours very truly,
(Signed)	M. H. RICHEY.
"	M. B. DALY.

#### Memorandum.

OTTAWA, 3rd January, 1879.

The undersigned has the honor to submit that, in his opinion, the diversion to Canadian ports of a through traffic in grain and other produce exported to Europe, would be of importance in aiding to expand our trade, extend our commercial relations, and generally in assisting the development of some of our industries.

That with a view of utilizing the Intercolonial Railway as a means to bring about that result, the undersigned believes it is advisable that grain and other produce, exported to Europe, should be carried over that line, from Rievére du Loupto Hølifax, a distance of 561 miles, for the actual cost of transportation, which, as appears from reports and statements on the subject, prepared by his officers, is as.

follows, viz.: Grain, per quarter (cight bushels), 2112 cents; other goods, per ton of 2,000 lbs., \$1.103.

It is, therefore, recommended that these rates be established on the Intercolonial Railway, for through traffic in grain and other goods exported to Europe via that line.

Respectfully submitted,

(Signed)

CHARLES TUPPER. Minister of Public Works.

### COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 4th January, 1879.

On a memorandum, dated 3rd January, 1879, from the Honorable the Minister of Public Works, submitting that, in his opinion, the diversion to Canadian ports of a through traffic in grain and other produce exported to Europe would be of import-ance in aiding to expand our trade, extend our commercial relations, and generally in assisting the development of some of our industries;

That with a view of utilizing the Intercolonial Railway as a means to bring about that result, he believes it advisable that grain and other produce exported to Europe should be carried over that line from Rivière du Loup to Halifax, a distance of 561 miles, for the actual cost of transportation, which, as appears from reports and statements on the subjects prepared by his officers, is as follows, viz. :--

Grain, per quarter (eight bushels), 26<sup>1</sup>/<sub>2</sub> cents.

Other goods, per ton of 2,000 lbs., \$1.101.

He therefore recommends that these rates be established on the Intercolonial Railway for through traffic in grain and other goods exported to Europe via that line.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

Certified.

(Signed) W. A. HIMSWORTH, Clerk, Privy Council.

(By Telegraph from—)

HALIFAX, 7th January, 1879.

Have you any objection to having telegram published? it arrived too late for meeting, but was read to executive. Wire reply.

(Signed) JOHN DOULL.

To Hon. Dr. TUPPER, •Ottawa.

OTTAWA, 10th January, 1879.

SIR,-In reply to your telegram of the 7th instant, requesting permission to publish the through rates to be adopted for the transportation of grain and other goods over the line of the Intercolonial, I am directed to transmit, for the purpose desired, a copy of the Order in Council, dated the 4th instant, fixing such through rates.

I am, Sir,

Your obedient servant, (Signed) F. BRAUN,

Secretary.

JOHN DOULL, Esq., M.P., Pictou, N.S.

### HALIFAX, N.S., 10th January, 1879.

DEAR SIR,—I have to acknowledge your various telegrams, and thank you for furnishing me with desired information so quickly. Your message containing rates did not reach me until after winter port question had been disposed of by our Chamber.

I cannot say that I am disappointed at the result of your enquiry, though they certainly do not make our prospect for building our city into a grain port very much better than they were before. Still, it is gratifying to know that the present Government are at least willing to do more to promote our interests than the late one, and I have still hopes of a greater concession.

Sir Hugh Allan wrote me, in accordance with promise given when last here, stating that the lowest figure which he was willing to bring grain from this port would be ten per cent. less than New York rates; that would only allow the Intercolonial Railway 13 or 14 cents. You will remember that last year he offered onethird, or thirty cents.

The difference between this and New York in port charges alone must be nearly ten per cent. He, therefore, makes no allowance for the difference of time in ocean carriage, which is a most important consideration, and must ultimately turn the tables in our favor.

For instance, Halifax is nearer Liverpool than Baltimore, Sir Hugh's present loading port on this side, by 760 miles. making 1,520 miles in a round trip. Thus one of his steamers running between Halifax and Liverpool would make nearly four trips against three from Baltimore; or, in other words, three steamers from Halifax would do the present work of four from Baltimore—an enormous difference, being equal to  $33\frac{1}{2}$  per cent.

Since writing the above, I have received a letter from Sir Hugh Allan, a copy of which I now enclose; by it you will see that he is evidently prepared to modify his rates.

I am, Sir,

Yours most respectfully,

(Signed) JOHN DOULI.

Hon. C. TUPPER, C.B.

### MONTREAL, 7th January, 1879.

DEAR SIR,—I notice in the newspapers that, at a meeting of the Board of Trade in Halifax, some person made a remark that I was not favorable lo Halifax being made the winter port of the Dominion. I cannot understand what grounds any person could have for making such a remark, for I have always expressed myself in laver of making Halifax the terminus of our steamers in winter if it was possible to do so.

I have repeatedly offered to you to carry freight at a rate from Halifax less than the difference of expense we incurred in going to a United States port, and I will be glad, indeed, if the merchants of Halifax will make arrangements that we shall always be supplied with cargoes there; and, if so, you may rest assured that we have no desire to proceed any further westward.

But this is not a question that rests with me, nor with the Government, or with any other party except the merchants of Halifax themselves.

Unless they are prepared to enter into the business and supply cargoes to a line of steamers in advance of their arrival at the port, it is impossible that Halifax can ever attain the position they desire for it.

Steamships cannot afford to be detained, and bound, as we are, to carry the mails under contract by sailing on special days, the steamer must be ready to go on that day.

This can only be done by the cargoes being ready when the steamer arrives, and every despatch must be given to send them away as soon as possible.

As I have repeatedly explained to you, we are not shippers nor dealers in produce in any form.

We are exclusively carriers, and we find that we have quite enough to do to manage our business in the way it ought to be done; but I will be exceedingly glad if the merchants of Halifax will really enter into a scheme to make it their winter port, and by furnishing cargoes for the steamships as they arrive, to enable them to complete their voyages there, without any necessity of proceeding elsewhere. I repeat, that if you will supply cargoes, I am willing to carry them from

I repeat, that if you will supply cargoes, I am willing to carry them from Halifax at a considerable reduction below the rates of freight at any United States port, and I will do all in my power to promote its interest by every possible means.

Yours truly,

(Signed) HUGH ALLAN.

JOHN DOULL, Esq., Halifax, N.S.

(To the Secretary of the Department of Public Works, Ottawa, from Doull & Miller, Halifax, Nova Scotia.)

January, 18th, 1879.

DEAR SIR,—I have official letter, No. 10,070, sub. 964. The reason of my not acknowledging receipt before was the letter being addressed incorrectly; instead of Jno. Doull, M.P., Pictou, it should have been addressed to John Doull, Halifax, and the M.P. omitted.

Yours truly,

(Signed) for JOHN DOULL,

GEORGE PARTRIDGE.

DEPARTMENT PUBLIC WORKS, OTTAWA, January 23rd, 1879.

SIR,—I have to inform you that an Order in Council passed on the 4th January, directing that grain and other produce exported to Europe, shall be carried over the line of the Intercolonial Railway from Rivière du Loup to Halifax, for the actual cost of transportation, that is to say at the following rates, viz. :--

Grain per quarter (eight bushels),  $26\frac{1}{2}$  cents; other goods per ton of 2000 lbs.,  $\$1.10\frac{1}{2}$ .

I am, Sir,

Your obedient servant,

(Signed) F. BRAUN.

Secretary.

C. J. BRYDGES, Esq.,

General Superintendent Government Railways.

### OFFICE OF THE MINISTER OF PUBLIC WORKS, CANADA, OTTAWA, 24th January, 1879.

GENTLEMEN,-In reply to your letter of December, 1878, I may say that it is only now that I am in a position to inform you that the management of the Intercolonial Railway has been changed. I have already dealt with the question of grain and other through freight for shipment to Europe viá Halifax in such a way as to pro-mote, to the utmost in my power, making Halifax a winter freight port. I have now appointed Mr. Geo. P. Black travelling agent for the Intercolonial Railway, with an especial view to the same object. He understands the whole question thoroughly and will be instructed to take it in hand promptly. Mr. Schreiber, the head of the Department for the operation of the railway, and Mr. Pottinger, the Chief Superintendent at Moncton, will both give their best energies in the same direction. In fact, regarding as I do this question as one of vital importance to Halifax, and scarcely less so to the whole Dominion, you may rely upon my hearty co-operation with you in exhausting every practicable effort to attain the object you have so much at heart. Be good enough at all times to favor me with your advice, and oblige,

Yours faithfully,

(Signed) CHARLES TUPPER

MESSRS. M. RICHEY and M. B. DALY, M.P's.

#### MONTREAL, 25th January, 1879.

SIR,--I beg to acknowledge the receipt of your letter of the 23rd inst., directing that freight for export to Europe be carried at the following rates :

Grain per quarter (8 bushels)  $26\frac{1}{2}$  cents, and other produce \$1.10 $\frac{1}{2}$  per ton. No grain has hitherto been carried for export through Halifax, and in the present conditions of the grain markets, it is impossible that any can go to Halifax. We have been taking other freight consisting of butter, cheese, &c., from Rivière du Loup to Halifax, at an average of 17 cents per 100 lbs., which is equal to \$34 per car. We have in some cases taken as low as \$30 per car. The price of \$1.104 per ton will be about \$13.25 per car for 24,000 lbs. or 12 tons, or about \$11 per car for 10 tons.

Do I understand that you wish me to make reductions on any freight that is going for export, to the sum of \$1.10 $\frac{1}{2}$  per ton, or whether I am to get as much as can be obtained, not going lower than \$1.10 $\frac{1}{2}$ .

The rate named in your letter will not in my opinion cover the cost of transport.

I have the honor to be, Sir,

Your obedient servant,

(Signed) C. J. BRYDGES,

General Superintendent Government Railways.

F. BRAUN. E-q., Ottawa.

> DEPARTMENT OF PUBLIC WORKS, OTTAWA, 30th January, 1879.

SIR,—In reply to your letter of the 25th inst., I am directed to inform you that the through rates of \$0.261 per quarter for grain, and of \$1.101 per ton of 2,000 lbs. for provisions, apply only to grain cargoes for shipment to Europe passing over the Intercolonial Railway, requiring to be made up of provisions and such like freight; the object being to attract a grain traffic over the Intercolonial Railway for shipment

at the port of Halifax. Under other conditions through rates are to be charged as heretofore.

I am, Sir,

Your obedient servant,

(Signed) F. BRAUN.

C. J. BRYDGES, Esq.,

General Superintendent Government Railways, Montreal.

### OTTAWA, 27th March, 1879.

DEAR SIB,—Attached please find accurate "copy" of a letter written to Hon. Alexander Mackenzie on 11th December, 1877, written at his request after an interview held that morning between him and Sir Hugh Allan and myself, when he stated he would reply in writing.

From some cause that letter was not directly answered, but resulted in a personal visit to me of Mr. Vail, in which he urgently requested me to remain in Ottawa until the next day, when another interview with Mr. Mackenzie might lead to a different conclusion.

I complied with his request, and had a second interview with Mr. Mackenzie, at which Hon. Mr. Vail and Hon. Mr. Smith were present, which resulted in a letter trom Hon. Mr. Mackenzie, of which I attach a copy, and which forms part of my printed report.

I remain,

Yours truly,

(Signed) GEORGE P. BLACK.

Hon. CHAS. TUPPER, C.B., Minister of Public Works.

### OTTAWA, 11th December, 1877.

SIR,—Having been deputed by the City Council, Chamber of Commerce and Importers' Association of Halifax. N.S., to endeavour to arrange for making Halifax the port through which grain and other products of the Dominion and adjacent Western States should be shipped on through bills lading from Montreal, Toronto, Chicago and other important places in the west; and having for that purpose had the pleasure of an interview with you, in which, I regret to say, your opinion was at variance with that of the parties I represent as to the advisability of the Government carrying grain from Rivière du Loup to Halifax at 1s. 3d. sterling (or less) per quarter, that being the rate that was mentioned at our public meetings as having been quoted by the General Manager of Government Railways to the Member of Parliament for Halifax; I, therefore, beg leave to request that you will kindly favor me with the substance of the objections given by you in our conversation, so that I may not unintentionally make any misrepresentations to the bodies whom I represent.

Should it be inconvenient for you to reply this afternoon to me at the Russell House, Ottawa, you will please address your communication to me at No. 71 Dubord Street, Montreal, at as early a date as your convenience will permit, and oblige,

> Yours respectfully, (Signed) GE

GEO. P. BLACK.

Hon. ALEX. MACKENZIE, Minister of Public Works.

### OFFICE OF THE MINISTER OF PUBLIC WORKS OF CANADA, OTTAWA, 13th December, 1877.

DEAR SIR.-Referring to your conversation with me respecting the possibility of carrying grain over the Intercolonial Railway from Rivière du Loup to Halifax, I desire to inform you that the Government have considered the representations made by you on behalf of the Halifax merchants, and will give instructions to the General Superintendent of Government Railways on the subject.

I need hardly say that the Government are extremely anxious to do everything to encourage any legitimate business that can be done by the Railway.

I think it is quite clear, from the data at present available, that the price you suggested, 1s. 3d. sterling per quarter, or about 31 cents per bushel, over 561 miles of railway, cannot possibly pay running expenses.

But directions will be given to afford the necessary facilities for taking, say, two cargoes at that rate, after which both the Halifax merchants and ourselves will be in a position to discuss the matter with realized facts before us.

Yours faithfully,

(Signed) A. MACKENZIE.

GEO. P. BLACK, Esq., 71 Dubord Street, Montreal.

OTTAWA, 3rd April, 1879.

SIR,-I have to acknowledge the receipt of your communication dated 27th ult., in reference to, and enclosing correspondence with the Hon. A. Mackenzie, on the subject of making Halifax the winter port through which grain, &c., should be shipped; and to state that its contents have been duly noted.

I am, Sir,

Your obedient servant.

(Signed) F. BRAUN,

Secretary.

GEO. P. BLACK, Esq., Russell House, Ottawa.

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## (114)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;—For copies of all instructions given to Dr. Lacombe, of Chicoutimi, as to the vaccinating of the Indians of the County of Chicoutimi; of all reports and correspondence on the subject, and of the accounts furnished by Dr. Lacombe, with a statement shewing the items of the accounts paid; the whole from 1st January, 1874, to date.

## By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 17th April, 1879.

# RETURN

## (115)

To an OBDER of the HOUSE OF COMMONS, dated 2nd April, 1879;— For a statement of all moneys paid over by the Official Assignees of the Province of Quebec, under the provisions of the Act 38 Vic., Cap. 16. sec. 42, shewing whether the said Assignees furnished the Receiver General with a statement of all moneys belonging to estates then in their hands.

### By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 17th April, 1879.

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

### (116)

To an ORDER of the HOUSE OF COMMONS, dated 28th February, 1879;— For a return giving the names and residences of all the Veterans of the War of 1812-15, who received pensions during the year 1878; the amount received by each; the names of these who had previously received pensions and are now dead, with a supplementary list shewing which of the Pensioners were commissioned officers in the war.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OFTAWA, 16th April, 1879.

# RETURN

## (117)

To an ORDER of the HOUSE OF COMMONS, dated 3rd March, 1879;-For a Return of the names of all persons appointed in the Inland Revenue Office (including Inspectors of Weights and Measures) Post-Office, Custom-House and Immigration Office, in the City of Hamilton, between 4th November, 1873, and 10th October, 1878; the dates of such appointments, the ages of the persons appointed, their salaries, when appointed and whether increased during the above period, and, if so, the amounts of such increases, with the names of the persons superannuated and the amounts of superannuation.

By Command.

J. C. AIKINS,

Secretary of State.

## DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 16th April, 1879.

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

# **R**·**E T U R N**

### (118)

To an ADDRESS of the SENATE, dated 4th April, 1879;—For the Report of all cases returned to the Government by the Honorable Chief Justice Wood, Commissioner, under Act 38 Victoria, Chapter 53, as amended by the 41st Victoria, Chapter 14.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 17th April, 1879.

# RETURN

(119)

To an ORDER of the HOUSE of COMMONS, dated 24th March, 1879;— For copies of all papers and documents relative to the sale or transfer of the Barracks at Fredericton, New Brunswick; also, all papers and documents relative to the lease of certain military properties for the purpose of constructing a Graving Dock at Quebec; also, all papers and documents relating to the transfer of certain military properties at Toronto for the purpose of erecting buildings for the Provincial Exhibition.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 18th April, 1879.

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

## (120)

To an ORDER of the HOUSE OF COMMONS, dated 6th March, 1879; For a return of the quantity of spirits manufactured during the six months ending December 31st, 1878; the quantity taken for consumption, the quantity exported and used in bond, the quantity remaining in warehouse at that date, and the revenue accrued thereon. Also, a similar return for the weight, that taken for consumption, amount exported and remaining in warehouse, and revenue accruing thereon, up to December 31st, 1878, on manufactured malt, malt liquor and tobacco. Also, a similar return for the quantity of spirits, malt, malt liquor and tobacco, manufactured, taken for consumption, exported and in bond, &c., and revenue accruing thereon, from 1st January to 31st March, 1879.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 18th April, 1879.

# RETURN

### (121)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th February, 1879;-For copies of all petitions correspondence, Reports of Engineers, Orders in Council, and other documents respecting the construction of Piers to be built in the Chenal du Moine, in the Parish of St. Anne de Sorel.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd April, 1879.

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

## (122)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;-For returns of numbers, tonnage and weight of general cargo of vessels that have entered and cleared from Prince Arthur's Landing and the Kaministiquia, respectively, during the season of 1878.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd April, 1879.

# RETURN

## (123)

To an ORDER of the HOUSE OF COMMONS, dated 19th March, 1879;—For copies of the Minutes of the enquiry held as to the loss of the Steamer *Lady Head* last autumn. 2. Statement of the number of vessels the Government has at its disposal for the protection of the Fisheries.

## By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 21st April, 1879.

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

## (124)

To an ORDER of the House of Commons, dated 24th March, 1879;-For a return of copies of all reports, evidence, protests, documents and correspondence in reference to the steam-tug "Sarah E. Bryant," of Buffalo, N.Y., by the Customs authorities at Dunnville, in or about the month of November, 1874, for an alleged breach of the coasting and Revenue laws, in going to the rescue of the crew and cargo of the wrecked American schooner "Augustus Ford," of Oswego, U.S.A., and statement of the fine imposed and by whose directions, and by what authority the said seizure was made and the said fine inflicted. Also any correspondence between the United States and Canada respecting reciprocal legislation with reference to using wrecking tugs in the respective countries.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 22nd April, 1879.

[In accordance with the recommendation of the Joint Committee on Printing the following portions only are printed.]

### BUFFALO, 3rd December, 1874.

I, Robert L. Byers, of Buffalo, N.Y., master and part owner of the tug "Sarah E. Bryant," of 38 tons, employed in towing vessels and affording aid to vessels in distress, would respectfully state that on or about November 23rd, 1874, the schooner "Augustus Ford," loaded with wheat, bound from Detroit to Oswego (via) through the Welland Canal, was caught in a terrible gale of wind on Lake Erie, making it necessary for their safety to make a harbour; that the captain and crew endeavored 124-1

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to make the harbor of Grand River, Canada, Port Maitland; that the accompanying protest will state the facts and dates with hour, &c., it being after dark, blowing a gale of wind with immense sea running; that in consequence of the lighthouse on the West Pier showing entrance to harbor not being lighted, the vessel missed the narrow entrance by a very few feet and went ashore to the eastward; the captain, cook and two seamen, four in all, were frozen to death; and within a short time afterwards this deponent was called upon to go to the aid and relief of the "Augustus Ford" from Buffalo. He took a canal boat as lighter and a steam pump and went to her, and took out grain to relieve her from bursting of decks, &c., taking the grain out in lighters owned at Port Maitland, towing them into the harbor and dumping or discharging them into a canal boat laying inside; that while prosecuting such work, his boat, the "Bryant," was on Wednesday, the 2nd day of December, about 4 p.m., seized by the Customs House officers at Port Maitland for an alleged violation of the Customs Laws of Canada. The "Ford" lay about one-quarter of a mile to east-ward of the east pier of Port Maitland. This deponent at once took the cars and came to Buffalo, calling on Capt. E. P. Dorr, at that place, who advised him to go to Ottawa to lay the whole matter before the Canadian Government, and ask for a release of the tug "Bryant." If any violation of the law has taken place it was through ignorance and not design on the part of this deponent, and that in the whole history of navigation upon the lakes no such scizure has ever been made before, and that it has always been the custom for tugs of both countries to afford aid to shinwrecked vessels around the shores of the lakes and tributary rivers without molestation or obstruction, and this deponent would earnestly and respectfully ask that his steamtug "Bryant" be released and put again in his possession, as your petitioner would ever pray. Captain Dorr informs me that as this work was done in the interest of humanity and saving life and property, that the Canadian Government as a humane and Christian Liberal Government, will not at this late day, where the rule has prevailed to the contrary from the date of the earliest navigation of the lakes to afford succor and aid to shipwrecked property and the saving of lives, that the Canadian Government will not allow such a hard construction to be be put upon any technical avoidance of strict Custom House rules, if any avoidance has in this instance been made, and he asks respectfully for the release of his boat "Bryant," and for instructions to guide him in future similar cases, if any ever occur.

> (Signed) R. L. BYERS. Master and part owner of steam tug "Bryant," of Buffalo, N.Y.

Subscribed and sworn to before me this 3rd day of December, 1874, at 10 o'clock, a.m., at Buffalo, Erie County, N.Y.

L.S.

E. P. DORR. (Signed) Notary Public for Erie County, State of New York.

### BUFFALO, 3rd December 1874.

DEAR SIR,--- This will be handed to you by Capt. Robt. L. Byers, master and part owner of the tug "Sarah E. Bryant," who will present to you his papers in reference to the matter for which he visits Canada. It has always been the custom for tugs here to assist vessels in distress and this is the first case of any interference that we know of. Will you please to aid and counsel him in this case what is best for him to do, and oblige

Yours, very respectfully, (Signed) E. P. DORR, General Manager, Marine Dept., Ætna Insurance Co. of Hartford, Ct.

Mr. BOUCHETTE, Late Commissioner of Customs, Ottawa, Canada.

### United States of America, State of New York, Port of Oswego.

By this public instrument of protest, be it known, and made manifest to all whom it doth, shall or may concern, that on the 30th day of November, in the year of our Lord one thousand eight hundred and seventy-four, before me, Wm. Morgan, a notary public in the State aforesaid, by letters patent under the great seal of the State, duly commissioned and sworn, and residing at Oswego, aforesaid, personally appeared Daniel Bigelow, mate of the schooner "Augustus Ford," of Oswego, burthen ...... tons, and with said mate also appeared Charles Berry, seaman, and who all being duly sworn according to law, on their solemn oath, did depose, declare and say as follows: That on the 21st day of November, 1874, at 7 o'clock a.m., the said vessel left the port of Detroit bound thence to the port of Oswego, in the State of New York, laden with cargo wheat, say 11,300 bushels, at which time the said vessel was tight, staunch, sound, and well and sufficiently found, fitted, manned and provisioned for their intended voyage.

At the time of leaving the wind was south-west, good whole-sail breeze; towed down the river with tug "Hercules." Left Bar Point at about 10 o'clock, passed Point aux Belle at about 4 o'clock p.m., wind about west, rather light, set our light sails, weather clear, steering east by north-east. At about 12 o'clock, when about of Round Gun Point, wind changed to south-west, and from that south. At about 4 a.m. of the 22nd, west wind had backed around to south-east. At 6 a.m. wind increased from same quarter, took in light sails and reefed mainsail, and throughout the day the wind from same quarter rather increasing. At about 4 p.m. reefed foresail, vessel close hauled, heading about south by north, wind continued from same quarter; but increasing at about 7 a.m. of 23rd. Supposed our vessel near off Long Point Cut, wind blowing from same quarter very heavy, and heavy sea; took in mainsail and bore up, running before the wind, steering west by south-west. At 10 wind began to lessen, set three-reefed mainsail, wore ship, heading again down the lake about east by south, at 101 o'clock wind hauled to south, and from that to southwest, gave sheet, steering east. At about 12 o'clock wind from west south-west to west, and increasing rapidly. At 10 o'clock p.m. took in mainsail, wind and sea increasing; sea breaking over vessel. At  $2\frac{1}{2}$  o'clock about off Long Point, about one mile distant, hauled vessel up, attempting to get under the Point to make a lea; but wind and sea so heavy, found it impossible, after trying for about one hour; wind blowing a gale, vessel filling her decks with water; again bore up and ran before the gale, steering east by north-east, running for Port Maitland. At 5 p.m passed Mohawk Light, heading our vessel for Port Maitland; continued to steer for said port expecting every moment to make the light. At 6 p.m. found our vessel close in with the land, but no light visible; rounded vessel to head to wind and let go large anchor; paid out about 40 fathoms chain anchor; did not hold, and vessel was thrown ashore by wind and sea, on sand beach about 40 rods east from Port Maitland piers, when she lies a wreck with cargo all wet, and after stranding the crew could not reach the shore, owing to the violence of the storm, and in consequence of which the captain, two seamen and a woman cook perished, the remainder of the crew were taken off the evening of the 24th, leaving the vessel completely covered with ice. The stranding of the vessel was entirely caused from the fact that the light at Port Maitland was not lighted on the night of the 23rd instant.

And the said master says that, as all the damage and injury which already has or may hereafter appear to have happened or occurred to the said vessel or her cargo, has been occasioned solely by the circumstances hereinbefore stated, and cannot and ought not to be attributed to any insufficiency of the said vessel, or default of him, this deponent, his officers or crew, he now requires me, the said notary, to make his protest, and this public act thereof, that the same may serve and be of full force and virtue, as of right shall appertain.

And, therefore, the said master of said vessel doth protest, and I, the said notary, at his special instance and request, do, by these presents, publicly and solemnly protest, against all winds, weather and seas, and against all and every accident, matter and thing had and met with as aforesaid, whereby or by means whereof, the said vessel or her cargo already have or hereafter shall appear to have suffered, or sustained damage or injury, for all losses, costs, charges, expenses, damages and injury which the said vessel or the owner or owners of the said vessel, or the owners, freightees or shippers of her said cargo, or any other person or persons interested or concerned in either, already have or may hereafter pay, sustain, incur, or be put into by or on account of said premises, or for which the insurer or insurers of the said vessel or her cargo is or are respectively liable to pay or make contribution, or average according to custom, or their respective contracts or obligations; and that no part of said losses or expenses already incurred, or hereaftor to be incurred, do fall on him, the said master, his officers or crew; and this appearer further declares that within twenty-four hours after his arrival he appeared at the office of the said notary and caused his protest to be duly noted.

This done and protested in the City of Oswego, this 30th day of November, A.D., 1874.

### (Signed)

do

Mate.

CHAS.  $\underset{Mark.}{\overset{\text{His}}{\times}} \text{BERRY},$ 

DANIEL BIGELOW,

Seaman.

(Signed)

FRED. LEFEVRE.

#### Witness.

In witness whereof, as well the said appearers as I, the said notary, have hereunto subscribed these presents, and I, the said notary, have hereunto attached my notarial seal, the day and year last aforesaid.

(Signed)

WM. MORGAN, Notary Public.

STATE OF NEW YORK, Oswego Co., Port of Oswego.

I, William Morgan, a Notary Public in and for said County, in the State aforesaid, do hereby certity that the foregoing contains a true and correct copy of the original protest entered on record before me by Daniel Bigelow, mate of the schooner *Augustus Ford*, said protest having been noted on the —— day of ——, 187-, and extended before me on the 30th day of November, 1874.

In witness whereof, I have hereunto set my hand and seal notarial, this 30th day of November, 1874.

(Signed)

WM. MORGAN, (L.S.) Notary Public.

(Telegram.)

OTTAWA, 4th December, 1874.

What is reason for seizing American tug, Sarah E. Bryant?We have no report.(Signed)J. JOHNSQN.

To Collector of Customs, Dunnville, Ont.

(By Telegraph from Dunnville to J. Johnson.)

OTTAWA, 4th December, 1874.

Report sent yesterday. For not reporting and clearing, sundry times landing goods; tugging in the harbor, after being prohibited and cautioned, Canadian tugs lying in harbor ready to do any work required.

A. BROWNSON,

Collector of Customs.

(By Telegraph from Dunnville.)

OTTAWA, 4th December, 1874.

Report sent yesterday morning.

A. BROWNSON, Collector.

### OTTAWA, 5th December, 1874.

SIR,—Referring to your report of the seizure of the American steam tug "Sarah E. Bryant," and the telegrams received from you, I have now to transmit herewith for your examination and report, File No. 3,581, 1874, with affidavits, &c., of the Captain, R. L. Byers, and in the meantime to instruct you to accept a bond, with sureties, for value of said vessel and release her from seizure, subject to decision of the Honorable the Minister of Customs.

I have also to request you to report in full as to the exigencies of this case, as it appears from the fact of the wreck of a schooner grain laden, that prompt action would certainly be necessary to prevent a total loss, and if, as represented by the Captain, it was found impossible to procure a Canadian tug, and that the lax system prevailing at the port for years past, was such as to lead him to believe that regular reporting and clearing was not necessary, I recommend you to deal as liberally as possible, without interfering with Canadian interests, in reference to the completion of the work of saving the cargo and wreck.

I am Sir,

Your obedient servant,

J. JOHNSON.

The Collector of Customs, Dunnville, Ont.

Time of Seizure, and when delivered to the Gollector.	Officers' Names Employments and Stations.	Where and from whom Seized, with the cause of Forfeiture and the law under which the Forfeiture is incurred.	Quantity, Quantity and Quantry of the Goods, Vessel, Uarriage, &c.	Probable value of (400ds, Vessels, Carriage, &c., respectively.	Whether claimed or not with the state of the proceedings if claimed, with general observations and amount of expenses incurred.
ee. 2nd, 1874, 3.30 p.m. A	4. Brownson, Collector.	Dec. 2nd, 1874, 3.30 p.m. A. Brownson, Collector. Port Maitland; R. L. Byers; Violation of Oue Steam Tug Revenue Laws; 22 Vic., cap. 17, secs. 11 and 13 and sub-sections.	Oue Steam Tug	€ * 000	
CUSTOM HOUSE, DUNNFILLE.	DUNNYILLB.		(Signed)		A. BROWNSON, Collector.

42 Victoria.

**A. 1879** 

ANSWERS.	Article of the Collector's Instructions. 1.—Date of Seizure and when delivered to the Collector. If any delay occurs explain the eause. Desember 2nd, 1874, 3.30 p.m. 2.—Name and rank of every officer or person employed in the Uustoms, concerned in making the Seizure unstruction and quality of the goods, of what country they are the production and how the fact is as estained	ich led to the Seizure, and the cause of Forfeiture, and r not	from were imported is besided, and her burthen accord- from what place, by whom owned, and her burthen accord- nent, and if British, when and where registered	on any ressont they were takened within parabols of the persons from whom seized, and or carriage employed in the removal of the goods have been any other premises, state by whom the same are occupied, and the free privy to the goods being lodged to by whom they were lodged, or in whose nonsession	seizure
QUESTIONS To be cannered by Officers making wither, and which	Article of the Collector's Instructions. 1.—Date of Seizure and when delivered to the Collector. If any delay occurs explain the cause. 2.—Name and rank of every officer or person employed in the Uustoms, concerned in making the Seizure	<ul> <li>4. Particular circumstances which led to the Seizure, and the cause of Forfeiture, and two whether by information or not.</li> <li>b. State the Act or Acts of Parliament, specifying the ascrioxs thereof under which the seizure is considered liable to forfeiture.</li> <li>2.2 Vic 6. Whether attended with any attempt to rescue, and if any state all the particulars.</li> <li>2.2 Vic 7. The probable value of the vessel, goods, &amp;c., respectively.</li> </ul>	9I the vessel in which the groups were inforced is served, such are marken and nak of ner of what country, from what place, by whom owned, and her burthen according to British atmrasurement, and if British, when and where registered	11.—If the goods were seized on short, state the names of the persons from whom seized, and whether the horses, cattle or carriage employed in the removal of the goods have been detained	they were at the time of seizure

(Telegram.)

OTTAWA, December, 8th, 1874.

From Dunnville,

To J. JOHNSON,

Commissioner of Customs.

The four hundred dollars is paid and boat released.

A. BROWNSON, Collector.

### (Telegram.)

OTTAWA, December 8th, 1874

From Dunnville,

To J. Johnson,

May I release the tug "Bryant" on a deposit of four hundred dollars? Answer immediately.

A. BROWNSON.

(Telegram.)

OTTAWA, 8th December, 1874.

Collector of Customs, Dunnville.

Yes, the plan is satisfactory.

J. JOHNSON.

PORT COLBORNE, December 10th, 1874.

DEAR SIR,—Yours of the 10th just to hand. In answer to the same I beg to state that at the time you mentioned I had three tugs that I would have sent to the river at a moment's warning and could have got two more ready in a few hours. all of which I consider as good as can be found, and at as reasonable rates as any others. Hoping this will prove satisfactory.

I remain, dear Sir,

Yours very respectfully,

(Signed) D. II. CARTER.

A. Snownson, Esq., Dunnville.

### STROMNESS, December 14th, 1874.

Sin,—In reply to yours of the 10th instant, I would say that I had the tug "Jessie" laying at Port Maitland from the 15th August last, until the 6th day of December. All that time with the exception of part of two days, and could have been ready to leave at an hour's notice during that time for any one that wanted to use her. My other tug "Georgiana" was laying at Stromness and could be ready to leave at two hours' notice. And further, I have to inform you that I amiready

and have been to charter my tugs at reasonable prices, as I keep them for that purpose. You ask further if I would be willing to charter to the parties engaged taking off vessels at the mouth of Grand River, or if they have applied to me for that purpose. They did so apply and engaged one of my tugs for one day, but gave as a reason for not keeping her longer, that they had tugs of their own.

I am,

Yours respectfully, (Signed)

L. McCALLUM,

A. BROWNSON, Esq., Collector of Customs, Dunnville.

### DUNNVILLE, December 10th, 1874.

DEAR SIR,---I, as a tug-owner and a British subject, think that I have been very ill-treated by the authorities in allowing American tugs to come and work on our shores and in our harbours. I have two good tugs which were on hand at the time of the disaster of the "Augustus Ford," one of them with steam on, and the other ready to fire up, which the agents of the insurance company were well aware of. About the latter part of October the schooner "Twin Sisters" came ashore near Port Maitland, and they had no less than three different American tugs from Buffalo, working out and in the harbour, and without reporting or clearing or seeming to respect our laws in the least. I told them they were laying themselves liable; they replied they had a right to work in our harbours and on our shores as much as they wished. I applied to them for work as the schooner "Twin Sisters" was ashore, but while American tugs could be employed at will, there was no work for me; I was willing to work for ordinary wages, even less than they were paying American tugs of the same capacity. They have had no less than five tugs working at Port Maitland this fall, all American, and I being there with my boats idle. Now, if we have a Government and laws, which I am satisfied we have, let us have those laws respected. If we cannot do that let us give them up to the Americans, and let them run the whole thing. I was at Port Maitland before we could get the bodies of the unfortunate people off the schooner "Ford," and brought them to Dunnville on one of my tugs, which was there with steam on at the time, as soon as we could get them off. Now, I think inasmuch as there were no American tugs there, and also in justice to myself and my fellow Canadian tug owners, the liberties taken by them for many years should be prevented. From the many years acquaintance I have had with you, I am satisfied you are an officer that will do your duty as far as in your power lies. Hoping that your superior will support you in so doing.

> I remain, Sir, Your obedient servant,

W. J. AIKINS. (Signod)

To A. BROWNSON, Esq., Collector of Her Majesty's Customs at the Port of Dunnville.

I, Robert Connolly, captain of the tug "Jessie" owned at this Port, solemly declare that my tug was laying at Port Maitland at the time the "Augusta Ford" (schooner) went ashore near here. That myself and crew immediately took my small boat and went to their relief and at the eminent risk of our lives rescued the living and saved the dead from the ill-fated vessel. And that I was ready and anxious to charter the tug to the parties engaged in getting off the vessel and saving the cargo, but they chose to bring two or three tugs from Buffalo to do the work in our waters which I thought rightfully belonged to Canada tugs to do; and I know from many years' experience that I would not be allowed to perform any such work

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in American waters. I felt it was particularly hard in this case, for my tug had been kept in readiness for months to meet cases of this kind, should they unfortunately occur anywhere along our extended shore, not supposing that American tugs would be allowed to perform such work in our waters. I remonstrated with these tug owners at the time, and showed them that no such proceeding would be tolerated for amoment towards a Canadian tug in their waters.

### CAPT. R. CONNOLLY.

Given at Dunnville, this 15th day of December, 1874, and signed in the presence of A. BROWNSON, Collector.

### OTTAWA, 4th December, 1874.

SIR,—I beg to lay before you certain papers connected with the seizure of the tug "Sarah E. Bryant," at Port Maitland, and to request that upon being satisfied of the truth of the statements, you will order the tug to be released.

I am, Sir,

Your obedient servant,

R. L. BÝERS.

The Honorable I. BURPEE.

Minister of Customs.

CUSTOM HOUSE,

DUNNVILLE, 16th December, 1874.

SIR,—I have the honor to acknowledge the receipt of your communication, No. 4, dated the 5th inst., from the hand of Mr. Jas.Carrol, of Buffalo, with affidavit of R. L. Byers, together with other papers (No. 3,581, 1874) in reference to the seizure of the tug "Sarah E. Bryant," and to acquaint you that the enclosure was broken open, and have reason to believe the contents of your letter was known to the parties interested.

I have read over the statement of Captain Byers attentively, which shows that he left Buffalo on the 23rd day of November for Port Maitland (without clearance), took in tow a canal boat as lighter, and a steam pump; discharged his cargo (without making report at this office).

But here I must supply a statement of other acts committed in the interim, to the date of the seizure of said tug. After his arrival here, as stated by him, the "Bryant" took a vessel in tow and returned to Buffalo (no clearance); then steamed away to Fort Erie; there took on a steam boiler and pump (no communication with officer there), and returned again to this port; discharged cargo. (No report.)

I may here state that there were three Canadian steam-tugs then lying in port, fire steamed up and prepared and well suited for any work required to be done in our waters. On Saturday, the 28th November, I learned the state of affairs and immediately went to the scene of action, and in the most becoming manner possible remonstrated with Capt. Byers for his irregularities, and told him that he had and was violating our revenue and coasting laws. I then told him, under penalty of seizure, not to attempt further to do any manner of tugging more while he remained in Canada waters, other than to hitch on to the lighter containing the grain, when loaded, and clear her for Buffalo. In his statement to you he says : "That while towing them (the lighters) out and into the harbor, and dumping or discharging them (the grain) into canal boat lying inside (harbor.)"

That while prosecuting such work his boat was seized &c., &c. is very true.

On the 2nd day of December I learned that the "Bryant" was still tugging there not regarding the prohibition and caution given him I had no alternative but to seize and tie her up, believing that I was justified, and that duty demanded it.

Then a little further on Captain Byers says, "that if any violation of our laws had been committed it was through ignorance and not design." This requires no comment from me in view of what I have stated above.

One other statement that it has always been the custom for tugs of both countries is afforded, etc. Now does he wish you to believe that to be the case, under circumstances such as this? If so, it is grossly at variance with facts.

A little further on Capt. Dorr is pleased to make a very pathetic appeal in the interest of humanity, saving life, Christian and liberal Government, trusting that you will not allow a hard construction upon any technical Custom House rules, etc.

You will see by papers accompanying this report that it was a brave crew of a Canadian steam tug then laying in port, at the peril of their lives, that rescued the living and saved the dead from the ill-fated vessel long before Capt. Dorr or Byers heard of the event, and that too without fee or reward.

I am personally aware of the fact that the Americans are most punctilious on international courtesies, and any informality on the part of any Canada vessels trading to and from their ports is not allowed in the least degree.

For your fuller information of the true state of the case, I will add that there are no less than sixteen steam tugs owned between this port and Port Colborne at an estimated value of \$250,000.

These were in waiting to perform any work required to be done in our waters in cases like this, anywhere along the north shore of Lake Erie, which Capt. Byers well knew.

(See letters and statements accompanying this report.)

These men were indignant to see American tugs (for there were two or three besides the "Bryant") engaged at work in our waters, that they thought rightfully belonged to them to do. A number of them called on me to protect their rights and enforce the law; and, sir, if it should appear to you that in the discharge of what I felt to be a responsible duty I have erred, you will, I beg, regard my position and the circumstances of the case with that generous forbearance which may be due from a superior towards an inferior officer, being assured that my only thought was to maintain the sovereignty of the Government, the supremacy of the law and the rights of the citizens.

All of which is most respectfully submitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed) A. BROWNSON.

Collector.

The Honorable

The Minister of Customs,

Otlawa.

P. S.—The "Bryant" is one of a fleet owned by a wealthy company or association in Buffalo, and it was this company that deposited the \$400 with me on the release of the tug.—A. B.

(Copy)

PORT COLBORNE, December 14th, 1874.

In reply to yours of the 10th, I beg to state that we had four tugs at the time you state of, three of them first-class, fit to go to any port of the lake, and would have been very glad to have sent them. There was no person applied for them. We should have gone directly.

We remain, yours respectfully,

ARMSTRONG & BROTHERS.

A. BROWNSON, Esq.

PORT COLBORNE, 14th December, 1874.

DEAR SIB,--Yours of the 10th instant is to hand and contents noted. After the 23rd of November I had two tugs ready for immediate use, "as soon as called upon." Being at the close of the season I would have been glad to have chartered at a most reasonable figure, which I did. In fact, let them have my tugs at their own offer (after the "Bryant" was seized).

Yours, &c., JOHN W. GORDON. (Signed)

A. BROWNSON, Esq., Dunnville, Ont.

Memo. for the Minister of Customs.

(File 3,581, 1874).

19th December, 1874.

Under the mitigatory circumstances of the case, but not admitting that the captain's action was necessary in the interests of humanity, as he had nothing to do with saving of life, I am of opinion that a penalty of \$100 will answer the ends of justice; one-half to be paid to the Collector as a reward for vigilance.

Respectfully submitted.

(Signed)

J. JOHNSON.

(File 3,581, 1874.)

OTTAWA, 21st December, 1874.

SIR,—The Honorable the Minister of Customs, having had under consideration the application of Mr. R. L. Byers for the release of the tug "Sarah E. Bryant," seized by the Customs at your port. together with your report thereon, I am desired to authorize you, under the circumstances of the case, to release the vessel from seizure, on payment of a fine of \$100, one-half to be retained by you as a reward for your vigilance, and the other half to be paid to the credit of the Honorable the Receiver-General on account of fines.

Be good enough to communicate this decision to the party.

I am, Sir,

Your obedient servant, (Signed)

J. JOHNSON.

The Collector of Customs, Dunnville, Ont.

## (125)

To an ORDER of the HOUSE OF COMMONS, dated 3rd March, 1879 :--For a Return showing the number of car-loads of the different kinds of Freight forwarded from Rivière du Loup into the Maritime Provinces, between 1st January and 31st December, 1878, together with a similar statement of the quantity and kinds passing through Rivière du Loup from the Maritime Provinces, between 1st January, 1877, and 31st December, 1878.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 19th April, 1879.

### INTERCOLONIAL RAILWAY.

### STATEMENT of Freight received at, and forwarded from Rivière du Loup for 1877 and 1878.

-	RECEIVED.			FORWARDED.		
DESCRIPTION OF ARTICLES.	1877.	Equal Cars.	1878.	Equal Cars.	1878.	Equa Cars
Horses	36	3	20	2	104	
Horned Cattle "	18	í		1	3	1
Sheep "	30	1 4		4	161	-
Calves	1		1		5	••••••
Deals, Scantling and Boards S. Ft.	24,000	3	34,000	4	86,958	10
Timber, 40 cubic feet Tons. Masts and Spars No.	10	1		·····	·····	,,
Tan Bark Cords	•••••			· ·····	Q	1
Shingles Mille.		· · · · · · · · · · · · · · · · · · ·	113	2	0	
Coal Tons.		1	10	1	10	1
Stone	101		194	19		38
Lime and Cement Brls.	7,122	107	4,360	65		!. <b>.</b>
Bricks No	•••••			•••••	14,000	1 4
Iron and Copper, in boxes, Bolt, Pig and Scrap, and						
Castings Lbs.	7,347,960	367	19,996,999	1,000	990 710	19
Oil Brls.	1,446	25	937	1,000	$389,710 \\ 11,720$	199
Apples	••••	1			11, 120	100
Flour "'	41	7	50	1	533,177	5,332
Meal "	•••••••••		8		58,477	585
Flour, bags: Oat, Corn, Rye,				Í		(
and Buckwheat Meal, Lbs.	1,816		1,450		2,033,345	102
Oats Bush, Wheat	8,869 24	15	357 9	1	194,594	331
Barley	14		362	1	1,021	5
Potatoes	65,035	195	26,970	80	2,230	5
Turnips, Beets and Carrots "			20,210		*******************	
Corn, Peas and Beans "	·20		84		5,548	16
Butter and Cheese Lbs.	° <b>261,4</b> 10	13	233,690	12	826,030	41
Hay Tons.			••••	· • • • • • • • • • • • • • • • • • • •	90	10
Eggs Brls.	147	11	136 <del>]</del>	1		
" Dried Lbs.	4,242	64	4,635	70	198	3
" Preseived, in cans	795,941 673,584	40 34	613,301 791,290	<b>3</b> 0 40		
" Fresh, of all kinds	359,165	18	1,152,814	40 58		
Oysters Brls.	5,103	51	7,822	78		
Molasses P'hs.	<b>604</b>	45	307	23	7	
" Brls.	30	1	18	<del>,</del>		
Sugar Hhgs.	506	46	211	19 1	3	
"Bork solt	51	1	26	1 J	9	
Pork, salt Brls. ! " Fresh Lbs. !	23   121,099	6	6		3,660	55 14
Beef and other meat, fresh "	15,892	0	88,519 23,831	4	272,900	102
" " Salt Brls.	10,002	•	23,831	1	2,035,371	21
Hides and Skins Lbs.	192,318	10 i	302,820	15	1,433 25,540	1
Leather "	217,510	11	313,223	16	80,215	4
Dry Goods, Hardware, Liquors,			- /			
Groceries, and merchandize	10.041.050	6 512	]	( 1 670	<b>)</b>	( 2.154
of all kinds, not enumerated "	10,241,859	$\begin{cases} 512 \\ 1,582 \end{cases}$	33,402,236	{ 1,670 3,230	43,079,192	9,172

(Signed)

" " THOS. FOOT, Accountant, Intercolonial Railway. D. POTTINGER. J. J. WALLACE,

MONCTON, N.B., 28th March, 1879.

Traffic Auditor.

## (126)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For copies of correspondence and documents relating to the construction of the bridge over L'Assomption River, at L'Assomption.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 19th April, 1879.

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

(127.)

To an ADDRESS of the HOUSE OF COMMONS, dated 6th March, 1879; For copies of all correspondence between the Government of the Dominion and the Government of Ontario, in reference to the arrears due to the Indians or due to the Dominion on account of Indian Land claims on Lakes Huron and Superior, under the Treaties by which they relinguished their Territorial rights, together with copies of the said Treaties, and all reports and documents bearing thereon.

By Command.

J. C. AIKINS.

Secretary of State

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 22nd April, 1879.

## COPY OF THE ROBINSON TREATY, MADE IN THE YEAR 1850, WITH THE OJIBEWA INDIANS, OF LAKE HURON, CONVEYING CERTAIN LANDS TO THE CROWN.

This agreement, made and entered into this ninth day of September, in the year This agreement, made and entered into this ninth day of September, in the year of our Lord one thousand eight hundred and fifty, at Sault Ste. Marie, in the Pro-vince of Canada, between the Honorable William Benjamin Robinson, of the one Part, on behalf of Her Mzjesty the Queen, and Shinguacouse Nebenaigoching, Keokouse, Mishequonga, Tagawinini, Shabokishick, Dokis, Ponekeosh, Windawtego-winini, Shawenakeshick, Namassin, Naoquagabo, Wabakekik, Kitchepossigun by Papasainse, Wagemaki, Pamequonaisheung, Chiefs; and John Bell, Paqwatchinini, Mashekyash, Idowekesis, Waquacomick, Ocheek, Metigomin, Watachewana, Minwa-wapenasse, Shenaoquom, Oningegun, Panaissy, Papasainse, Ashewasega, Kageshe-wawetung, Shawonebin; and also Chief Maisquaso (also Chiefs Muckata, Mishoquet and Mekis). and Mishoquetto and Asa Waswanay and Pawiss, principal men of the and Mekis), and Mishoquetto and Asa Waswanay and Pawiss, principal men of the Ojibewa Indians, inhabiting and claiming the eastern and northern shores of Lake Huron, from Penetanguishene to Sault Ste. Marie, and thence to Batchewanaung Bay, on the northern shore of Lake Superior; together with the islands in the said lakes, opposite to the shores thereof, and inland to the Height of land which separates the

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territory covered by the charter of the Honorable Hudson Bay Company from Canada; as well as all unconceded lands within the limits of Canada West to which they have any just claim, of the other part, witnesseth :---

That for, and in consideration of the sum of two thousand pounds of good and lawful money of Upper Canada, to them in hand paid, and for the further perpetual annuity of six hundred pounds of like money, the same to be paid and delivered to the said Chiefs and their Tribes at a convenient season of each year, of which due notice will be given, at such places as may be appointed for that purpose, they, the said Chiefs and Principal men, on behalf of their respective Tribes or Bands, do hereby fully, freely, and voluntarily surrender, cede, grant, and convey unto Her Majesty, her heirs and successors, forever, all their right, title, and interest to, and in the whole of, the territory above described, save and except the reservations set forth in the schedule hereunto annexed; which reservations shall be held and occupied by the said Chiefs and their Tribes in common, for their own use and benefit.

And should the said Chiefs and their respective Tribes at any time desire to dispose of any part of such reservations, or of any mineral or other valuable productions thereon, the same will be sold or leased at their request by the Superintendent-General of Indian Affairs for the time being, or other officer having authority so to do, for their sole benefit, and to the best advantage.

And the said William Benjamin Robinson of the first part, on behalf of Her Majesty and the Government of this Province, hereby promises and agrees to make, or cause to be made, the payments as before mentioned; and further to allow the said Chiefs and their Tribes the full and free privilege to hunt over the territory now ceded by them, and to fish in the waters thereof, as they have heretofore been in the habit of doing; saving and excepting such portions of the said territory as may from time to time be sold or leased to individuals or companies of individuals, and occupied by them with the consent of the Provincial Government.

The parties of the second part further promise and agree that they will not sell, lease, or otherwise dispose of any portion of their Reservations without the consent of the Superintendent-General of Indian Affairs, or other officer of like authority, being first had and obtained. Nor will they at any time hinder or prevent persons from exploring or searching for minerals, or other valuable productions, in any part of the territory hereby ceded to Her Majesty, as before mentioned. The parties of the second part also agree that in case the Government of this Province should, before the date of this agreement, have sold, or bargained to sell, any mining locations or other property, on the portions of the territory hereby reserved for their use, then and in that case such sale, or promise of sale, shall be perfected by the Government, if the parties claiming it shall have fulfilled all the conditions upon which such locations were made, and the amount accruing therefrom shall be paid to the Tribe to whom the Reservation belongs.

The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with all her subjects, further promises and agrees, that should the territory hereby ceded by the parties of the second part at any future period produce such an amount as will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then and in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound Provincial Currency in any one year, or such further sum as Her Majesty may be graciously pleased to order; and provided further, that the number of Indians entitled to the benefit of this treaty shall amount to two-thirds of their present number, which is fourteen hundred and twenty-two, to entitle them to claim the full benefit thereof. And should they not at any future period amount to two-thirds of fourteen hundred and twenty-two, then the said annuity shall be diminished in proportion to their actual numbers.

The said William Benjamin Robinson of the first part further agrees, on the part of Her Majesty and the Government of this Province, that in consequence of the Indians inhabiting French River and Lake Nipissing having become parties to this treaty, the further sum of one hundred and sixty pounds Provincial Currency, shall be paid in addition to the two thousand pounds mentioned above.

Schedule of Reservations made by the above named subscribing Chiefs and Principal' Men.

FIRST—Pamequonaisheung and his Band, a tract of lanl to commence sevem miles from the mouth of the River Maganetawang, and extending six miles east and west by three miles north.

SECOND-Wagemake and his Band, a tract of land to commence at a place called Nekicksbegeshing, six miles from east to west, by three miles in depth.

THIRD—Kitcheposkissegan (by Papassinse), from Point Grondine westward, six miles inland, by two miles in front, so as to include the small Lake Nessinassung —a tract for themselves and their Bands.

FOURTH—Wabakekik, three miles front, near Shebanwenaning, by five miles inland, for himself and Band.

FIFTH—Namassin and Naoquagabo and their bands, a tract of land commencing near Qacloche, at the Hudson Bay Company's boundary; thence westerly to the mouth of Spanish River; then four miles up the south bank of said river, and across to the place of beginning.

SIXTH--Shawenakishick and his Band, a tract of land now occupied by them, and contained between two rivers, called Whitefish River, and Wanabitaseke, seven miles inland.

SEVENTH-Windawtegawinini and his Band, the Peninsula east of Serpent River, and formed by it, now occupied by them.

EIGHTH—Ponekeosh and his Band, the land contained between the River Mississaga and the River Penebewabecong, up to the first rapids.

NINTH—Dokis and his Band, three miles square at Wanabeyakokaun, near Lake Nipissing and the island near the Fall of Okickandawt.

TENTH-Shabokishick and his Band, from their present planting grounds on Lake Nipissing to the Hudson Bay Company's post, six miles in depth.

ELEVENTH-Tagawinini and his Band, two miles square at Wanabitibing, a place about forty miles inland, near Lake Nipissing.

TWELFTH-Keokouse and his Band, four miles front from Thessalon River eastward, by four miles inland.

THIRTEENTH-Mishequanga and his Band, two miles on the lake shore east and west of Ogawaminang, by one mile inland.

FOURTEENTH—For Shinguacouse and his Band, a tract of land extending from Maskinonge Bay, inclusive, to Partridge Point, above Garden River on the front, and inland ten miles, throughout the whole distance; and also Squirrel Island.

FIFTEENTH—For Nebenaigoching and his Band, a tract of land extending from Wanabekineyunnung west of Gros Cape to the boundary of the lands ceded by the Chiefs of Lake Superior, and inland ten miles throughout the whole distance, including Batchewanaung Bay; and also the small island at Sault Ste. Marie used by them as a fishing station.

SIXIEENTH-For Chief Mekis and his Band, residing at Wasaquesing (Sandy Island), a tract of land at a place on the main shore opposite the Island; being the place now occupied by them for residence and cultivation, four miles square.

SEVENTEENTH—For Chief Muckatamishaquet and his Band, a tract of land on the east side of the River Naishconteong, near Pointe aux Barils, three miles square; and also a small tract in Washauwenega Bay—now occupied by a part of the Band —three miles square.

	nd year first above	(Signed) W. B. Robinson		
written, in preser (Sigr Astley P. Cooper,		Shinguacouse,	his + mark.	[L. S.]
George Ironside,	Capt. Rifle Brig. S. I. Affairs.	NEBENAIGOCHING,	his + mark.	[L. S.]
F. W. Balfour, Allan MacDonell.	Lieut. Rifle Brig.	Keokouse,	his + mark.	[L. S.]
GEO. JOHNSTON,	Interpreter.	Mishequonga,	his $+$	[L. S.]
LOUIS CADOTT. J. B. Assinkinack. T. W. Keating. Jos. Wilson.		TAGAWININI	mark. his + mark.	[L. S.]
		Shaboreshick,	his + mark. his	[L. S.]
		Dokis,	+ mark.	[L. S.]
		Ponekeosh,	his + mørk.	[L. S.]
		Windawtegowinini,	his + mark.	[L. S.]
		SHAWENEAKSHICK,	his + mark.	[L.S.]
		Namassin,	his + mark.	[L. S.]
		MUCKATA MISHAQUET,	his + mark.	[ <b>L.</b> S.]
		Mekis,	his + mark.	[L. S.]
		MAISQUASO,	his + mark.	[L. S.]
	·	NAOQUAGABO,	mark.	[L. S.]
		WABOKEKICK,	his + mark.	[L.S.]

### 42 Victoria.

Sessional Papers (No. 127,)

KITCHEPOSSEGUN, by Papasainse)his mark. his[L. S.]OCHEEK, mark. hishis mark. hisWAKEMAKE,+ mark. his[L. S.]METIGOMIN, mark. his+ mark. his[L. S.]PAMEQUONAISHOUNG,+ mark. his[L. S.]WATACHEWANA, mark. his+ mark. his[L. S.]JOHN BELL,+ mark. his[L. S.]MINEWAWAPENASSE, mark. his+ mark. his[L. S.]PAQWATCHININI,+ mark. his[L. S.]SHENAOQUM, mark. his+ mark. his[L. S.]MASHEKYASH,+ mark. his[L. S.]ONINGEGUN, mark. his+ mark. his[L. S.] mark. hisIdowekkesis,+ mark. his[L. S.]PANAISSY, mark. his+ mark. his
by Papasainse) mark. his WAKEMAKE, $+$ [L. S.] METIGOMIN, $+$ [L. S.] mark. his PAMEQUONAISHOUNG, $+$ [L. S.] WATACHEWANA, $+$ [L. S.] mark. his JOHN BELL, $+$ [L. S.] MINEWAWAPENASSE, $+$ [L. S.] mark. his PAQWATCHININI, $+$ [L. S.] MINEWAWAPENASSE, $+$ [L. S.] mark. his PAQWATCHININI, $+$ [L. S.] SHENAOQUM, $+$ [L. S.] mark. his MASHEKYASH, $+$ [L. S.] ONINGEGUN, $+$ [L. S.] mark. his LOWEKESIS, $+$ [L. S.] PANAISSY, $+$ [L. S.]
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Witness to signatures of Muckata Mishaquet, Mekis, Mishoquetto,

Asa Waswanay, and Pawiss-

T. G. ANDERSON, S. I. A. W. B. HAMILTON, W. SIMPSON, ALFRED A. THOMPSON.

## COPY OF THE ROBINSON TREATY, MADE IN THE YEAR 1850, WITH THE OJIBEWA INDIANS, OF LAKE SUPERIOR, CONVEYING CERTAIN LANDS TO THE CROWN.

(Copy.)

This agreement, made and entered into on the seventh day of September, in the year of Our Lord one thousand eight hundred and fifty, at Sault Ste. Marie, in the Province of Canada, between the Honorable William Benjamin Robinson, of the one part, on behalf of Her Majesty the Queen, and Joseph Peandechat, John Iuinway Mishe-muckqua, Totomencie, Chiefs, and Jacob Warpela, Ahmutchiwagabou, Michel Shelagoshick, Manitoshainse, and Chiginans, principal men of the Ojibewa Indians inhabitating the Northern Shore of Lake Superior, in the said Province of Canada, from Batchewananng Bay to Pigeon River, at the western extremity of said Lake, and inland throughout that extent to the height of land which separates the territory covered by the charter of the Honorable the Hudson's Bay Company from the said tract, and also the Islands in the said Lake within the boundaries of the British possessions therein, of the other part, witnesseth :---

That for and in consideration of the sum of two thousand pounds of good and lawful money of Upper Canada, to them in hand paid, and for the further perpetual annuity of five hundred pounds, the same to be paid and delivered to the said Chiefs and their Tribes at a convenient season of each summer, not later than the first day of August at the Honorable the Hudson's Bay Company's Posts of Michipicoton and Fort William, they, the said Chiefs and principal men, do freely, fully and voluntarily surrender, cede, grant and convey unto Her Majesty, Her heirs and successors, forever, all their right, title and interest in the whole of the territory above described, save and except the reservations set forth in the schedule hereunto annexed, which reservations shall be held and occupied by the said Chiefs and their tribes in common for the purposes of residence and cultivation,—and should the said Chiefs and their respective tribes at any time desire to dispose of any mineral or other valuable productions upon the said reservations, the same will be at their request sold by order of the Superintendent General of the Indian Department for the time being, for their resole use and benefit, and to the best advantage.

And the said William Benjamin Robinson of the first part, on behalf of Her Majesty and the Government of this Province, hereby promises and agrees to make the payments as before mentioned; and further, to allow the said Chiefs and their stribes the full and free privilege to hunt over the territory now ceded by them, and to fish in the waters thereof as they have heretofore been in the habit of doing, saving and excepting only such portions of the said territory as may from time to time be sold or leased to individuals, or companies of individuals, and occupied by them with the consent of the Provincial Government. The parties of the second part further promise and agree that they will not sell, lease or otherwise dispose of any portion of their reservations without the consent of the Superintendent General of Indian Affairs being first had and obtained; nor will they at any time hinder or prevent persons from exploring or searching for minerals or other valuable productions in any part of the territory hereby ceded to Her Majesty as before mentioned. The parties of the second part also agree that in case the Government of this Province should, before the date of this agreement, have sold, or bargained to sell, any mining locations or other property on the portions of the territory hereby reserved for their use and benefit, then and in that case such sale, or promise of sale, shall be forfeited, if the parties interested desire it, by the Government, and the amount accruing therefrom shall be paid to the tribe to whom the reservation belongs. The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with all Her subjects, further promises and agrees that in case the territory hereby ceded by the parties of the second part shall at any future period produce an amount which will enable the Government of this Province without incurring loss to increase the annuity hereby secured to them, then, and in that case, the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound provincial currency in any one year, or such further sum as Her Majesty may be graciously pleased to order; and provided further, that the number of Indians entitled to the benefit of this Treaty shall amount to two-thirds of their present numbers (which is twelve hundred and forty) to entitle them to claim the full benefit thereof, and should their numbers at any future period not amount to two-thirds of twelve hundred and forty, the annuity shall be diminished in proportion to their actual numbers.

# Schedule of Reservations made by the above named and subscribing Chiefs and principal men.

FIRST-Joseph Pean-de-chat and his Tribe, the reserve to commence about two miles from Fort William (inland), on the right bank of the River Kaministiquia; thence westerly six miles, parallel to the shores of the lake; thence northerly five miles; thence easterly to the right bank of the said river, so as not to interfere with any acquired rights of the Honorable Hudson's Bay Company.

SECOND—Four miles square at Gros Cap, being a valley near the Honorable Hudson's Bay Company's post of Michipicoton, for Totominai and Tribe.

THIRD—Four miles square on Gull River, near Lake Nipigon, on both sides of said river, for the Chief Mishimuckqua and Tribe.

Signed, sealed and delivered at Sault Ste. Marie, the day and year first above	(Signed) W. B. ROBINSON.		
written, in presence of- (Signed) GEORGE IRONSIDE,	Joseph Pean-de-chat,	his + mark.	[L.S.]
S. I. Affairs. ARTHUR P. COOPER, Capt. Com. Rifle Brig.	JOHN MINWAY,	his + mark.	[L. S.]
H. M. BALFOUR, 2nd Lieut, Rifle Brig. JOHN SWANSON,	MISHE-MUCKQUA,	his + mark.	[L.S.]
C. F. Hon. Hud. Bay Co. GEORGE JOHNSTON, Interpreter.	Totominai,	his + mark.	[L.S.]
F. W. KEATING,	JACOB WAPELA,	his +- mark.	[L.S]
	AH-MUCTHINAGALON,	his + mark.	(L.S.]
	MICHEL SHELAGESHICK,	bis + mark.	[L.S.]
	Manitou Shainse,	his +	[L.S.]

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PROVINCIAL SECRETARY'S OFFICE,

TORONTO, 23rd February, 1871.

SIR,—I have the honor to acknowledge the receipt of your letter of 18th instant addressed to the Provincial Secretary, enclosing two memorials from the Indians of the north shore of Lake Huron and the great Manitoulin Island, praying for increased compensation for lands ceded by them in 1850.

I am directed to inform you that the matter will be submitted to His Excellency's consideration through the Commissioner of Crown Lands for this Province.

I have the honor to be, Sir,

Your obedient servant,

(Signed) THOS. C. PATTESON,

Assistant-Secratary.

The Honorable

The Secretary of State,

(Indian Branch) Provinces, Ottawa.

## A. 1879

### Translation of the foregoing Petition.

#### FORT WILLIAM, 12th Feb., 1873.

Oh! my Father, weeping we ask from you our lives.

It is we, men living at the place of miny currents (Fort William), who write; we, the Chiefs of our Tribe.

Yes; surely is our petition descrving of consideration; see the child making its first effort to stand upright; that is a child of God.

You who bear the title of Chief of the Militia: it is to you that we write.

We would recall to your recollection that land which we own, and the half of which you bought from us.

Reason enough there is already, I think, that you should give me what you promised, four dollars, (condition of the Treaty.) Those four dollars were to be first got to be paid to me, from that land which contains in its vast extent such great riches. Another thing: I would speak of that part of my reserve which has been taken away from me. I was told that I should be paid for it separately. It is that that I ask for. I was told that that money would be paid to the Chief of the Militia (the Governor-General) and that he would put it into my pocket and that I should make what use I thought fit of that money, the proceeds of my concession. Another thing: The reserve is my own—my property. I allow no one to touch it at pleasure. That right I concede to none. Yet, already I see the white man cutting down my trees, and therefore I speak to you about it here. This is all that we have to say to you. We urgently ask you to write to us before the spring, that I may know how you are disposed towards me in respect of the things concerning which I have spoken to you. And now, Father, as we speak to you, we salute you so long as we live in the best manner.

The translation signed,

T. P. CHOSIE, T. P.

#### OTTAWA, 7th April, 1873.

SIR,—I have the honor to enclose herewith a memorial which has been sent to me by the Chiefs of the Indians of Lake Superior, with a view to its being submitted to the consideration of His Excellency the Governor-General; and in order that His Excellency may be the better informed as to its object, I would respectfully offer the following explanation:

In the year 1850 a treaty (commonly known as the "Robinson Treaty") was made with the Indians of Lake Superior. By this treaty they surrendered a tract of country to the Government, for which they have since been, and are now, in the yearly receipt of about \$1.50 per head of the population. To this payment the Indians have long objected, on the ground that it is too small and not in conformity with the treaty; and in this position they are sustained by the following stipulation therein contained, namely:

"That, should the territory so ceded, at any future period, produce such a sum as will enable the Government of the Province, without incurring loss, to increase the annuity secured to them (*i. e.* the Indians), then, and in that case, the sum shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound, provincial currency, in any one year, or such further sum as Her Majesty may be graciously pleased to order."

Indian affairs were at that time managed by the Imperial Government; and in reference to this treaty the report of the Special Commissioners appointed, in 1856 to investigate Indian affairs in Canada, contains the following:

"If we considered that it came properly within our province, we should not hesitate to express our decided regret that a treaty shackled by such stipulations,

whereby a vast extent of country has been wrung from the Indians for a compara tively nominal sum, should have received the sanction of the Government."

Since the date at which the Special Commissioners commented so unfavorably on the treaty, calling the stipulated payments a comparatively nominal sum, the lands celled have become sufficiently productive to warrant the increased payment of at least \$4; if not, of such further sum (over and above the \$4) as Her Majesty may be graciously pleased to order, as provided for in the above cited clause of the treaty. But a difficulty has arisen in the fact that while the Government of the Dominion has to deal with the Indians, the lands have passed to the Government of Ontario, which collects the now steadily increasing revenues.

To go no farther back than the past two years.; the sales of timber berths and lands within the territory ceded have realized to the Government of Ontario a very considerable sum—probably a million of dollars or more; besides which the Indians, see large masses of treasure in the shape of native silver and silver ore taken from the mines (Silver Islet alone yielding about a hundred thousand dollars per month), and they naturally feel and say that their annuities should be augmented as provided for in the treaty.

His Excellency will doubtless perceive that the case of these Indians is a particularly hard one; they have relinquished a wide territory rich in forests and minerals, productive in furs, and having inland seas teeming with fish. The revenues from the lands, which were theirs, are being poured into the overflowing treasury of Ontario, and yet they cannot get the comparatively nominal sum provided for them by a solemn treaty and that too, at a time when a change is coming over their country, which, however desirable in the interests of civilisation, is attended with more or less of hardship to them. Miners and lumbermen drive away the game which was their mainstay, and sickness and want are thinning their numbers.

I may further remark that, with the Indians of Lake Superior, the delay which has occured in carrying out the stipulations of the "Robinson Treaty" has been a long standing grievance, and it has not been without its effect on the Indians of the interior, for they were in a position to say to the Commissioners sent to treat with them last summer (and not without reason from their point of view) that "the white man had not kept faith with their kindred at the Great Lakes."

I believe the matter has only to be brought to the serious attention of the Government to ensure the claims of these poor people being fully and benevolently considered, and I would respectfully suggest that the increased payments, if they cannot be made to go back to the time at which the treaty was entered into, should at least, cover the period that has elapsed since the lands came under the control of the Government of Ontario, for during the whole of that period they have been more or less productive —of late years largely so. If this could be brought about, the Government would have at its disposal a fund which, under the judicious and careful management which has always marked the proceedings of the Indian Branch of the Department of the Secretary of State for the Provinces, would be the means of greatly ameliorating the condition of the Indians.

The memorial also refers to the Indian Reserve on the Kaministiquia, but this latter is a matter unconnected with the graver one of the annuities, and the Department of the Secretary of State for the Provinces is no doubt in a position to deal with it.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) S. T. DENOSON.

The Secretary-

To His Excellency the Governor-General,

Ottawa.

### A. 1879

#### REQUEST OF FORT WILLIAM INDIANS, LAKE SUPERIOR, TO HIS EXCELLENCY THE GOVERNOR GENERAL.

#### FORT WILLIAM, 1st March, 1873.

Then, Father we address thee, weeping for our life. Certainly, from all our very heart we speak to thee; we, the Indians of the shore of many streams. We are writing; we the principal men of our tribe.

Then, assuredly, it is worth reflecting. They observe a child who, for the first time, tries to rise up on his feet, for he is a child of God.

Then, Thou powerful Chief as art said, we write to thee. The matter is that land—my property; this is what I put, in mind, to thee.

There is enough already that thou canst give me what thou hast promised to me, four dollars. The condition for four dollars is that this, my payment, should at first come forth from that great land greatly rich.

Another, that land that was divided from my reserve, I was told it shall be paid a separate payment; therefore, I think I must be paid for it separately.

I was told the Powerful Chief shall be given the money in his hands to put it in my bag; then, that I shall make use of it there on my reserve.

Another, this, my property (the now Indian Reserve), I give no body leave to make on it what he thinks. No; I give not such a leave to any one, notwithstanding I see already the white man cutting my trees. Therefore I speak to thee.

On this all I speak of to thee, I require thy answer to us before spring, that I might know what thou thinkest of that I now say to thee.

Our Father, speaking to thee, we, all we are, make friendship with thee very well.

Gibewinso, Binesi, Mangatina, Libishkokijigiveshang, Mejakiassang, Madjiassang, For literal translation from the original.

(Signed) T. P. CHOSIE.

#### To Council: Note By His Excellency.

In forwarding to Council the accompanying petition, and the covering letter in which it reached my hands, I desire to say that having examined the terms of the "Robinson Treaty," as well as the report of the Indian Commission of 1856, I am strongly of opinion, that it will be advisable to ascertain whether the petitioners are not entitled to claim an increase of their annuity in accordance with the term of that treaty.

(Signed) DUFFERIN.

It is proper to explain that although a larger number of Indians than that expressed in the Robinson Treaties may have been allowed to participate in the annuities, the treaties, while they provided for a diminution, deduction in the event of a decreased population, do not contemplate that in the event of the annuities being augmented, the numbers to receive them shall exceed those at which the various bands were estimated when the treaties were executed.

(Signed)

## W. SPRAGGE,

Dept.-Supt. Indian Affairs.

#### (Memorandum.)

The Indians of Lakes Huron and Superior, who were parties to the treaties and deed of surrender and cession, concluded in September, 1850, through the instrumentality of the Hon. W. B. Robinson, have, from time to time, complained that notwithstanding the sale of considerable quantities of the land, no augmentation of the annuities specified in the treaties (namely, for the Lake Huron Indians, \$2,400; and for the Lake Superior Indians, \$2,000) has taken place.

Their claim rests upon the following provision, inserted in each of these documents :—The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with all her subjects, further promises and agrees, that in case the territory ceded by the parties of the second part, shall, at any future period, produce an amount which will enable the Government without incurring loss, to increase the annuity secured to them. Then, in that case, the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound, provincial currency, in any one year; or such further sum as Her Majesty may be graciously pleased to order; and, provided further, that the number of Indians entitled to the benefit of the treaty, shall amount to twothirds of their (then) present number (those of Lake Huron then numbering 1,422, and those of Lake Superior 1.240) to entitle them to claim the full benefit thereof. And should their number at any future period not amount to twothirds of these number at any future period not amount to twothirds of their number at any future period not amount to twothirds of these numbers, the annuity shall be diminished in proportion to thoir actual numbers.

Reference to the annuity pay-lists having been made, it appears that the rate per head to the Leke Huron Indians has latterly been \$1.10, and to those of Lake Superior,  $1.49\frac{1}{2}$ .

In discussing the subject of the Indian claim to increased annuities, it must be kept in view that the amounts received in payment for portions of the lands surrendered in September, 1850, were realized chiefly from mining locations up to the period of confederation, and that an important part of the money paid in was absorbed in defraying the cost of surveys, and as the locations formed, for the most part, separate blocks of land, the expense of survey was greater proportionally than under ordinary circumstances in township surveys. But whatever amounts remained available were paid over, and formed part of the general revenue of the late Province of Canada. In addition, however, to the purchase-money of lands were the receipts from timber dues, ground rent, &c., derived from the lands ceded, and as such properly chargeable with the Indian claim, in so far as, at this day, it may be found practicable to exact from the two Provinces of Ontario and Quebec, their relative proportions of the profits realized up to the date of confederatien, from lands and timber on Lakes Huron and Superior.

It was contended, up to a comparatively recent period, that the profits realized from those sources were so immaterial as to be inadequate to supply any appreciable increase in the annuities payable under the Robinson treaties. But whatever they may have been, they should constitute the first contribution towards a fund out of which augmented annuities would be paid. And to obtain the requisite information, application may be made to the Crown Lands Department, Toron<sup>+</sup>o, or the Ontario Government.

It will be, however, to the Ontario Government, who, since confederation, have, from extensive sales of mineral lands on both lakes, and from sales of timber mainly on the Lake Huron lands, made, during the season of 1872, that recourse must be sought with a view to establish a fund from which to pay the augmented annuities, and which the accession of moneys realized from the lands surrendered, will admit of being now provided for. In ascertaining the amount of capital requisite to supply means for paying the difference between the annuities which have been paid and the rate at \$4 per head, reference being had to the population return for 1871, it appears that the Lake Huron Indians numbered 1,072, instead of 1,422. This may be accounted for by the supposition that many of them had removed to the Manitoulin Island, the Indian population of which is stated in the same return at 1,566, whereas in 1858 the population of the Island was reputed, by the resident Superintendent, to

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be 1,290, being a difference of 276. In 1868 the Lake Huron Indians were put down at 1.845. It is to be inferred from these descendant statements, that a fluctuation is occasionally occurring; and it will be safer to form a computation agreeing with the numbers given in the treaty, namely, 1,422. Taken at this, the additional annual payment at \$2.90 per head, being the difference between the recent annuities and \$4.00 per head, will be \$4,123.08, and which, at six per cent., represents a capital of \$82,462. The Government allows but 5 per cent. on Indian moneys deposited with it, but it should be remembered that the Ontario Government will be unlikely to consent to contribute the larger amount solely to make it harmonize with the low rate of interest which, commencing in 1859, the Indians have been compelled to accept. With reference to the Lake Superior Indians, the returns for 1871 exhibited a population of 1,453, instead of 1,240, as in 1850, and indicating an increase of 213. This may be due to migrations from the interior, but the preceding annual report gave their numbers at 1,502, when as to the report for 1864 computed them at 1,242. It will be observed that the same fluctuating tendency which was alluded to in reference to the Lake Huron Indians is perceptible as respects those of Lake Superior. And, therefore, it is proposed to take the numbers as described in the Treaty, namely, 1,240, as the guide in determining the amount necessary to provide for an annuity of increased amount.

The difference between an annuity of  $\$1.49\frac{1}{2}$  as recently paid, and \$1 per head will be \$3,106.20, and which at 6 per cent. represents a capital of \$51,770, or at 5 per cent., being the rate of interest allowed by the Government on deposits of Indian money, will represent a capital of \$62,124. But as by far the larger portion of principal must be derived from funds obtained from the Ontario Government realized from sales of land and timber, it will rest with the Dominion Government either to increase the interest on Indian moneys, from five to six per cent., or to make an equivalent arrangement.

The Indians having through those who profess to be their friends been informed of the profitable sales of timber and land, which have taken place, and which as respects Lake Superior (where but a limited quantity of merchantable timber exists) have been no doubt considerably exaggerated, will manifest dissatisfaction, until the questions at issue are properly disposed of.

The first step towards this will be to seek from the Ontario Government the requisite information, and when this has been elucidated and also information obtained in regard to the amounts transferred by the Crown Land Department in connection with sales of lands on Lakes Huron and Superior to the Receiver General of the late Province of Canada, it is proposed that such capital sum as shall be found available shall be dealt with in the same manner as other capitalized annuities, in order that as nearly as circumstances will admit of the maximum amount per head named in the Treaties may be paid respectively to the various Bands of Lake Huron and Superior.

(Signed) WILLIAM SPRAGGE,

D. S. I. A.

Indian Office, Ottawa, April 13th, 1873.

#### COPY of a Report of the Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 9th July, 1873.

The Committee of Council have had under consideration the annexed Report from the Honorable the Secretary of State, on complaints made by the Indians of Lakes Huron and Superior, who were parties to the Treaties concluded by the Hon. W. B. Robinson in 1850, that notwithstanding the sale of considerable quantities of land, no augmentation of the annuities specified in the Treaties has taken place. The Committee advise that the facts of the Treaty and the claims now put forward by the Indians, and the grounds thereof, be made a subject of a communication to the Government of Ontario, and that that Government be moved to take such steps in the matter as under the circumstances may seem to them to be just on the part of the Province of Ontario.

Certified.

(Signed) W. A. HIMSWORTH,

C. P. C.

To the Honorable

The Secretary of State,

&e., &c. &c.

The facts connected with the treaties alluded to in the accompanying Order in Council, of the 9th July, 1873, are as follows:---

The treaties were concluded in September, 1850, by which the Indians of Lakes Huron and Superior surrendered to the Crown all their lands on the shores of those lakes and the islands, except certain reservations retained for their own occupation, for the nominal annuities of two thousand four hundred dollars for the Lake Huron Indians, and two thousand dollars for the Lake Superior Indians. The claim of the Lake Huron and Lake Superior Indians to an augmentation, rests upon the following provision inserted in each of the treaties :—

"The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with all Her subjects, further promises and agrees, that in case the territory ceded by the parties of the second part shall at any future period produce an amount which will enable the Government, without incurring loss, to increase the annuity secured to them; then in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound provincial currency in any one year, or such further sum as Her Majesty may be graciously pleased to order, and provided further that the number of Indians entitled to the benefit of the treaty shall amount to two thirds of their present number (those of Lake Huron then numbering 1,422, and those of Lake Superior 1,240), to entitle them to claim benefit thereof; and should their numbers at any future period not amount to two-thirds of those numbers, the annuity shall be diminished in proportion to their actual numbers."

The Indians of Lakes Huron and Superior claim the fulfilment of the above quoted stipulation to the extent of four dollars annuity per capita on the plea that the profitable sales of land and timber upon the shores and islands of those lakes would warrant the Government benefitted by the proceeds derived therefrom, in advancing their annuities to the amount per head as specified in said treaties, would be the case in the event of the lands and timber becoming sufficiently profitable to admit of it.

Upon reference to the annuity pay-lists last received, it appears that the rate per head to the Lake Huron Indians has latterly been one dollar and ten cents, and to those of Lake Superior one dollar and forty-nine and one-half cents. The census returns of these Indians indicate a fluctuation in each year—thus, in 1850 the Lake Huron Indians are put down as numbering 1,846, and in 1871 as numbering 1,072. This last decrease may be accounted for by the supposition that many of them had removed to the Manitoulin Island—the Indian population of which is stated in the same return as 1,566; whereas, in 1858 the Indian population of that island was reported to be but 1,290.

With reference to the Lake Superior Indians, the returns for 1871 exhibit a population of 1,453 instead of 1,240 as in 1850, but the preceding annual census gave their numbers as 1,502; whereas, the report for 1864 computed them at 1,242.

42 Victoria.

In view of the foregoing statement as to the fluctuating population of those Indians, the computation should be based upon their numbers at the time of making the treaties in 1850-namely, Lake Superior Indians 1,240, Lake Huron Indians 1,422.

Certified.

(Signed)

WM. SPRAGGE, D. S. I.A.

Indian Office, Ottawa, August 9th, 1873.

## DEPARTMENT OF INTERIOR, INDIAN BRANCH,

OTTAWA, 8th August, 1873.

Sir,-I have the honor to enclose a copy of an Order in Council of the 9th inst., all subject of complaints made by the Indians of Lakes Huron and Superior, parties to the Treaties concluded by the Hon. W. B. Robinson in 1850, that certain provisions by that Treaties have been carried out.

I also enclose a memorandum giving the facts of the Treaties, and the claims now put forward by the Indians, in order that the same may be made the subject of a communication to the Government of Ontario as the Order in Council directs.

(Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

C. AUKIN,

Secretary of State for Council.

#### ATTORNEY-GENERAL'S DEPARTMENT, TOBONTO, 14th October, 1874.

The undersigned has had under consideration a despatch from the Under-Secretary of State of the Dominion, dated 22nd August, 1873, enclosing, for the consideration of this Government, a copy of an Order of His Excellency the Governor-General in Council, in reference to complaints made by the Indians of Lakes Huron and Superior, parties to the Treaties concluded by the Hon. W. B. Robinson in 1850, that certain provisions of those Treaties had not been carried out.

In the Order in Council it is directed that the Government should be moved to take such steps in the matter as under the circumstances might seem to them to be just on the part of the Province of Ontario.

The complaint made by the Indians is of the omission to carry out a stipulation contained in the Treaties of 1850, that in case the territory ceded by the Indians should at any future period produce an amount which would enable the Government without incurring loss to increase the annuities secured to the Indians, these annuities should be augmented subject to certain conditions.

The undersigned presumes that this matter was brought under the notice of this Government with the view of contending that upon this Province devolves the burden of any increase of the annuities.

The undersigned respectfully submits that there is no sufficient ground for this contention.

Under the British North America Act, and the Dominion Act, 36 Vic., Cap. 30, the Dominion assumed the debts and liabilities of each Province existing at the time of the Union, except so far as the general language of Sec. 111 of the British North America Act is controlled by Sec. 109, which subjects the property of every Province to any trusts existing in respect thereof, and to any interest other than that of the Province. The lands now in question were not subject to any trust. Legally, they were the property of the Crown before the surrender. The so-called title of the Indians was one of courtesy only, and was by the Treaties extinguished absolutely in order that these lands might be opened up for settlement, and that patents might be issued therefor to purchasers. It was not contemplated that the annuities should be a lien upon the lands, the liability for the amount of the annuities being assumed as a charge upon the entire revenue of the Province.

Besides the policy of the B.N.A. Act was to place all matters relating to the Indians under the exclusive authority of the Dominion Parliament and Government, and not to leave the rights of these people to depend on, or to be dealt with by Provincial Authorities.

The undersigned has received information from the Crown Lands Office that the amount received before confederation in respect of the lands on the north shore of Lake Superior was about \$110,000. The amount so received in respect of the east and north shores of Lake Huron, the undersigned has not been able to ascertain. But there is no doubt that enough has been received to entitle the Indians to the increased annuities which they claim. The question of the liability of Ontario in respect of the Indian annuities was fully discussed by the respective counsel for the Provinces of Ontario and Quebec, before the arbitrators appointed under the British North America Act, and the undersigned is of opinion that the arguments which were advanced by counsel then representing Ontario, and which were afterwards printed, establish conclusively that this Province is not liable to be charged with the Indian annuities.

If the Dominion Government is advised that the lands in question are subject to a trust, the undersigned would suggest that the point should be forthwith submitted to the Court of Chancery on a statement of facts concurred in by the Governments concerned, or that the Dominion Government should settle with the Indians without prejudice to any question as to what Government ought ultimately to pay the proposed increase.

(Signed)

O. MOWAT,

Attorney-General.

# COPY of an Order in Council lapproved by His Excellency the Lieutenaut-Governor, the thirtieth day of October, 1874.

The Committee of Council have had under consideration the annexed report of the Honorable Attorney-General with reference to an order of His Excellency the Governor-General in Council, dated 9th July, 1873, respecting complaints made by the Indians of Lakes Huron and Superior, parties to the treaties concluded by the Honorable W. B. Robinson in 1850, that certain provisions of those treaties had not been carried out.

The Committee concur in the said report, and advise that a copy thereof be transmitted to the Honorable the Secretary of State for submission to His Excellency the Governor General in Council.

Certified.

#### (Signed) J. G. SCOTT,

Clerk Executive Council, Ontario.

31st October, 1874.

### GOVERNMENT HCUSE,

TORONTO, 31st December, 1874.

SIB.  $\pm$  I have the honor to transmit herewith copy of an Order in Council, approved of by me the thirtieth day of October, 1874, having reference to an order of His Excellency the Governor-General ir. Council, dated the 9th day of July, 1873, respecting complaints made by the Indians of Lakes Huron and Superior, parties to the treaties concluded by the Honorable W. B. Robinson in the year 1850, that certain provisions of those treaties had not been carried out.

I have, &c.,

#### (Signed) JOHN CRAWFORD.

The Honorable

The Secretary of State, Canada, Ottawa.

> DEPARTMENT OF THE SECRETARY OE STATE, OTTAWA, 5th November, 1874.

SIR,—With reference to the letter of the Deputy Minister of the Interior, under date of the 8th August, 1873, and its enclosures, having reference to complaints made by the Indians of Lakes Huron and Superior, in the matter of the Treaties concluded with them in the year 1850, I have the honor to transmit to you a copy of a despatch from His Honor the Lieutenant-Governor of Ontario (to whom the complaints were submitted), together with the Minute in Council therein referred to, communicating the views of his Government in regard to the complaints in question.

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

> > (Signed)

EDOUARD LANGEVIN, Under-Secretary of State.

The Honorable

The Minister of the Interior.

#### INDIAN LANDS AGENCY,

SAULT STE. MARIE, 10th Dec., 1874.

SIR,—I have the honor to inform you that the Chief, Augustin, at the wish of his band in council, assembled on the 25th day of November last, requested me to write to the Honorable the Minister of the Interior and ascertain if the annuity money could not be augmented, according to agreement in Robinson Treaty, which says:—

"The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally with all Her subjects, further promises and agrees that should the territory hereby ceded by the parties of the second part at any further period produce such an amount as will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then and in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound, Provincial currency, in any one year."

I have the honor to be, Sir.

Your most obedient servant,

(Signed)

WM. VAN ABBOTT, Indian Land Agency.

The Honorable

The Minister of the Interior, Ottawa.

#### House of Commons, Ottawa, 1st April, 1875.

SIR,—In view of the opinions expressed in the House last evening,—that the Dominion Government is bound under the Robinson Treaties to see that the Indians who were parties to that Treaty shall be paid the full amount of annuity to which they may be entitled, I beg respectfully to submit the matter for your consideration, and trust that on consultation with your colleagues you may yet be able to see your way to paying them four dollars per head this year.

The clause in the Robinson Treaties on which this claim to an augmentation of the Indian Annuity is based, reads as follows:---

"The said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with Her subjects, further promises and agrees that in case the territory hereby ceded by the parties of the second part, shall at any future period produce an amount which will enable the Government of this Province without incurring loss, to increase the annuity hereby secured to them, and in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed one pound Provincial currency in any one year, or such further sum as Her Majesty may be graciously pleased to order."

The only point on which it is absolutely necessary, as I conceive, to be satisfied before granting the augmentation asked for is whether the territory ceded in 1850, under the Robinson Treaties, has since that date produced an amount sufficient, if funded, to pay the increased annuity secured to the Indians under those treaties.

The number of Indians entitled to annuity under these treaties is, I believe, 3,572, exclusive of the north and south Nipissing Bands, and the Indians of Manitoulin Island, who, so far as my information extends, are not included; but on which point you have certain knowledge in the Department over which you preside.

Assuming the number of Indians to be 3,572, and that the increase to be provided for be three dollars per head, the total sum will be \$10,716 per annum. The capital sum required to produce, which at six per cent., being \$178,600.

Now, sir, in order to satisfy yourself as to whether the territory ceded under the Robinson Treaties, extending from Penetanguishene to Pigeon River, and from the shores of Lake Superior and the Georgian Bay, to the heights of land, you need not go further than your own colleagues. The Premier and the Honorable the Secretary of State, both know perfectly well that for the sale of timber limits alone within the territory in question, a very much larger amount than one hundred and seventy-eight thousand six hundred dollars has been recived by the Ontario Government, and they also know that in addition to this, a very large amount has been derived from the sale of mineral and agricultural lands.

If the question to be decided now was the amount due to the Indians for arrears of annuity, I grant that some delay might be necessary in order to obtain the necessary statements from the Ontario Government; but the question is whether in future those Indians shall receive the full amount of annuity (\$4 per head per annum) secured to them by a solemn treaty made in the name of Her Majesty the Queen.

I contend that there is quite sufficient proof at hand to enable you to decide this question at once, and that, too, in the affirmative.

I trust that you will bring this matter at once to the attention of your colleagues. The Indians and Half-breeds at Garden River and Sault Ste. Marie (owing to the stoppage of the saw-mills, and of almost all the demand by the steamers for cordwood, coal being now generally substituted) have had little or no employment this winter, and are in greater straits than I have ever known them to be. Under these circum-tances it would be a cruel thing to delay longer the payment to them of the full amount of annuity to which they are so justly entitled, and for which they have waited so long and so patiently. Longer delay must shake the confidence of these poor creatures in all treaty engagements, even when entered into in the name of Her Majesty the Queen, and will create a feeling of distrust in the Government of this Dominion, which may extend itself to other tribes in the North-West.

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42 Victoria.

Hoping that I may receive a decided and favorable answer on this subject before I leave Ottawa,

I have the honor to be, Sir,

Your obedient servant,

(Signed)

E. B. BORRON.

The Honorable

The Minister of the Interior, Ottawa.

PARRY ISLAND, 12th June, 1875.

SIR.—I have the honor to inform you that I have seen a letter to Solomon James, Chief, Ojibewaes Indians, from Mr. Cockburn, M.P. for Muskoka, in which he tells James that the computation money to the Indians on Georgian Bay, Robinson Treaty, is, next season, to be raised to \$4 a head.

Mr. Elliott also told me he had a letter from Mr. C. to the same effect. This report has spread among the Indians, and they come to me to know the truth of it. I can only tell them I have no information on the subject from the Department, nor have I seen anything about it in the papers; but should I hear from Ottawa, either confirming or contradicting the story, I should let them know.

I have the honor to be, Sir,

Your obedient servant,

(Signed) U. SKENE,

V.S.I., Parry Sound.

To E. A. MEREDITH, Esq.,

Deputy of the Minister of the Interior, Ottawa.

> DEPARTMENT OF THE INTERIOR, June 17th, 1874.

(Memorandum.)

Mr. Borron, Member of Parliament for Algoma, has submitted on behalf of certain Indian Bands of Lake Superior, parties to the so-called Robinson Treaty, their claim to have the annuity granted them under that Treaty increased in accordance with its provisions.

The undersigned finds that by that Treaty, a copy of which is annexed, the Indians affected are secured a perpetual annuity of  $\pounds 500$  with the following proviso: "That in case the Territory hereby ceded shall at any future period produce an amount which will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then and in that case, the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound Provincial currency, or such further sum as Her Majesty may be graciously pleased to order, and provided further that the number of Indians entitled to the benefit of this Treaty shall amount to two-thirds of their present number."

The undersigned finds that the number of Indians affected by the Treaty is stated therein at 1,240, and that, according to the last Census, is 2,759, and that the amount of annuity paid to each, at present falls short of one dollar per head. Under these circumstances it is submitted that they are entitled to the benefit of any increase in the annual annuity of that which can be granted under the terms of the Treaty. As, however, since the making of the Treaty, the land thereby ceded has passed under the operation of the Confederation Act into the possession of the Local Government of Ontario, that Government having received the same chargeable with its liabilities under the Treaty, it is submitted that the attention of the Local Government should be called to the terms of the Treaty, and that they should be invited to enable the Dominion Government to make such increase in the annuity thereby secured to the Indians, as they may be thought entitled to under its provisions. If the foregoing suggestion appears, the undersigned would further recommend that a copy of the Treaty and of this memorandum and of the Order in Council passed thereon, should be recommended by the Secretary of State to the Lieut.Governor of Ontario for the consideration of his Government.

> (Signed) D. LAIRD, Minister of the Interior, and Supt.-General of Indian Affairs.

#### COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 19th June, 1874.

On a memorondum dated 17th June, 1874, from the Hon. the Minister of the Interior, stating that Mr. Borron, Member of Parliament for Algoma, has submitted on behalf of certain Indian Bands of Lake Superior, parties to the so-called Robinson Treaty concluded in 1850, their claim to have the annuity granted them under that Treaty increased, in accordance with its provisions. The Minister finds that by that Treaty, a copy of which is annexed, the Indians affected are secured a perpetual annuity of \$500, with the following proviso: that in case the territory hereby ceded shall at any future period produce an amount which will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then, and in that case, the same shall be augmented from time to time; provided that the amount paid to each individual shall not exceed the sum of, £1 Provincial currency, or such further sum as Her Majesty may be graciously pleased to order; and provided further, that the number of Indians entitled to the benefit of this Treaty shall amount to two-thirds of their present number.

The Minister observed that the number of the Indians affected by the Treaty is set down there at 1,240, and that the number, according to the last census, is 2,759, and that the amount of the annuity paid to each at present falls short of one dollar per head. Under these circumstances he submits that they are entitled to the benefit of any increase in the amount of the annuity which can be granted under the terms of the Treaty.

As, however, since the making of the Treaty, the land thereby ceded has passed, under the operation of the Confederation Act, into the possession of the Local Government of Ontario, that Government having received the same chargeable with its liabilities under the Treaty, he submits that the attention of the Local Government should be called to the terms of the Treaty, and that they should be invited to enable the Dominion Government to make such increase in the annuity thereby secured to the Indians as they may be thought entitled to under its provisions.

If the foregoing suggestions be approved, the Minister further recommends that a copy of the Treaty and of this memorandum, and of the Order in Council passed thereon, should be communicated by the Secretary of State to the Lieutenant Governor of Ontario for the consideration of his Government.

The Committee concur in the foregoing recommendations, and advise that the same be approved and acted on.

Certified.

The Honorable

The Minister of the Interior, &c., &c. (Signed) W. A. HIMSWORTH, C. 1

C. P. C.

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#### 29th July, 1874.

Sir.---I have the honor to enclose herein the following documents :--

1. Copy of the treaty known as the "Robinson Treaty," concluded with certain Indian bands of Lake Superior in 1850.

2. Copy of the memorandum of the Minister of the Interior on an application made by the Indians interested for an increase in the amount of annuity, in accordance with the terms of said treaty, and

3 Copy of Order of Council of the 19th inst., approving said memorandum.

I have the honor to request that, as required by the Order of Council in question, you will have the goodness to communicate the same to His Honor the Lieutenant-Governor of Ontario for the consideration of his Government.

I have, &c.

(Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

The Honorable

the Secretary of State.

#### 30th July, 1875.

SIR,—With reference to your application on behalf of the Indians of Lakes Huron and Superior, for an increase of their annuities payable under the Robinson Treaties, I have the honor to inform you that His Excellency the Administrator of the Government, in Council, has been pleased to authorize the payment to be increased to \$4 per head to those Indians for the current year.

Steps will be taken to place the sum required to increase their annuities to the amount authorized in the hands of the several visiting superintendents for distribution as soon as possible, after the pay-lists, which have been called for shewing the distribution made this spring, have been received.

The subject of the claims of the Indians to increase of annuity at an increased rate will be brought up for early consideration.

I have, &c.,

(Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

E. B. BOBRON, Esq., M.P., Sault Ste. Marie, Ontario.

#### SAULT STE. MARIE, 9th August, 1878.

My DEAR SIR,—I am very much gratified to learn from the Deputy-Minister that the Indians who were parties to the Robinson Treaties are to receive four dollars per head of annuity, commencing with the present year.

I hope you will suffice no time whatever to be lost in paying the balance of annuity due for this year. I know that the Indians from the *interior* generally visit the settlements and the Hudson Bay Company's Posts soon after this time, in order to lay in supplies for their winter hunt, and it would be a *great* boon to them to be able to get their annuity when they assemble at the points in question for that purpose, as many of them will not return again until next spring.

pose, as many of them will not return again until next spring. It is hardly necessary to point out, I am sure, that the amount or balance to be paid this fall is not the difference between the actual payments to the Indians this spring and *four dollars each*, but the difference between what was paid as *annuity* and

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four dollars. The amount per head each Indian may have received from the sale of any portion of *his reserve*, or of the timber therefrom, or other incidental sources, is quite separate from and independent of *the annuity*.

The band here received 95 cents each only of annuity this spring, and therefore have three dollars and five cents to receive this fall, in order to make the four dollars of annuity stipulated for in the Robinson Treaties.

I have the honor to be, Sir,

Yours very truly,

(Signed) E. B. BORRON.

Hon. DAVID LAIRD, Minister of the Interior, Ottawa.

#### SAULT STE. MARIE, 6th August, 1874.

SIR,—Referring to your letter of 11th May last, I have not heard yet of any action having been taken by the Department with the view to obtaining for the various Bands of Indians on the north shores of Lake Huron and Lake Superior that increase of annuity which they are morally and legally entitled to under their treaties with the late Hon. Wm. Robinson.

In these treaties it is distinctly specified that in case the territory hereby ceded by the parties of the second part shall at any future period produce an amount which will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then, and in that case the same shall be augmented from time to time provided the amount paid to each individual will not exceed the sum of one pound Provincial currency in any one year, or such further sum Her Majesty may be graciously pleased to order, &c., &c.

In view of the large sums of money the Government of the Province has undoubtedly received for mineral and agricultural lands sold, as well as bonuses and dues from timber limits in the ceded territory, it is plain that the Indians are not only now entitled to the full amount of annuity stipulated for in their Treaties, but have been entitled to considerably more than they have been paid for many years past. It is only right, therefore, that they should be also paid such arrears with interest thereon.

I fully purpose bringing this subject before the House when Parliament meets, if not dealt with promptly and vigorously by the Department, and justice done to these Indians of whom a large number live in this District.

1 am, Sir,

Your obedient servant,

(Signed)

E. B. BORRON.

E. A. MEREDITH, Esq.,

Deputy-Minister of the Interior, Ottawa.

SAULT STE. MARIE, 28th November, 1874.

SIR,—I have the honor to call your attention to the subject of the annuities payable to the Indian Bands on the north shores of Lakes Huron and Superior, the amount of which should, under their Treaties, have been *four dollars* per head per annum, for some time past, instead of only about one dollar per head per annum, as paid them by the Department. I was assured, before I left Ottawa, that a correspondence had been opened with the Provincial Government on this subject, and I hope by the time Parliament meets, some arrangement will have been come to under which justice will be done to these Indians, a large number of whom have their homes in this Electoral District.

I have the honor to be, Sir,

Your most obedient Servant,

(Signed) E. B. BORRON.

Hon. D. LAIRD, Ottawa.

5th Jan.,

SIR,—I have the honor to acknowledge the receipt of your letter of 28th November last, on the subject of annuities payable to the Indian Bands, on the north shore of Lakes Huron and Superior, and to inform you that the matter has been referred to the Solicitor of Indian Affairs for his opinion, and so soon as it is received you will be advised of the purport thereof.

I have, &c.,

(Signed) E. A. MEREDITH.

Deputy-Minister of Interior.

E. P. BORRON, Esq., M.P., Sault Ste. Marie, Ontario.

> DEPARTMENT OF JUSTICE, OTTAWA, 7th 1875.

With reference to the claim of the Indians of the north shore of Lake Huron and the great Manitoulin Island for an increased annuity in respect of the lands ceded by them in 1850, the undersigned has perused the papers.

The Treaty contains the following stipulation: That should the territory so ceded at any future period produce such a sum as will enable the Government of the Province, without incurring loss, to increase the annuity to them (*i.e.*, the Indians), then, and in that case, the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound Provincial currency in any one year, or such further sum as Her Majesty may be graciously pleased to order.

From the papers laid before the undersigned, as well as oral information of the Minister of the Interior, the undersigned is lead to believe that at the period of confederation a certain augmentation would, under this provision, have been properly claimable by the Indians, but there seems to be no doubt from this statement and information that for some years back the full augmentation, up to \$4 a head, has been claimable.

The 111th section of the B. N. A. Act, 1867, is as follows: Canada shall be liable for the debts and liabilities of each Province existing at the union.

The 109th section of the same Act provides that "all lands shall belong to the several Provinces in which the same are situated, subject to any trusts existing in respect thereof, and to any interest other than that of the Province on the same."

It appears to the undersigned that the liability to the Indians to which he has referred comes within the 111th section, and this whether or no Canada be entitled to claim that the lands in question are under the 109th section charged in any way with the satisfaction of that liability. The papers shew that the Government of Ontario repudiates any such charge, and that this view was asserted by the Counsel for the Province during the arbitration between the two Provinces. The Government of Ontario, however, acknowledging that the Indians are entitled to the increase, propose that the Government of Canada should settle with the Indians without prejudice to any question as to what Government ought ultimately to pay the proposed increase.

The Government of Ontario also suggests that the question as to the liability of the Province or of these specific lands under the 109th section should be submitted to the Court of Chancery. Having regard to the circumstances connected with the obtaining of this Treaty in particular, and to the general policy of the Canadian and British Governments with reference to the Indians, it would seem to be of great importance that their just demand should be met without further delay; and the undersigned recommends that the suggestion of the Government of Ontario should be acted upon, and that the increased annuity for the current year should be paid, without prejudice to any question, by this Government. The question of the arrears might be postponed for awhile, and, meantime, the

The question of the arrears might be postponed for awhile, and, meantime, the question as to the liability of the Ontario Government on the specific lands might be decided either by the Court of Chancery, as proposed, or by the Supreme Court, after the organization of that tribunal.

(Signed) EDWARD BLAKE.

The undersigned has the honor to state that he concurs in the views expressed in the annexed report of the Honorable the Minister of Justice, under date the 7th inst., on the claims of the Indians of the north shore of Lake Huron, for an increased annuity in respect of lands ceded by them in the year 1850; and inasmuch as a Treaty precisely similar in its terms was in the same year made with the Indians of the north shore of Lake Superior, the undersigned submits that the same principle should be adopted in settling the claims of the last-named Indians as it is proposed to apply to those of the Lake Huron Indians.

The undersigned finds that at the date of the treaty of 1850, the number of the Indians on the north shore of Lake Huron was 1,422, that the amount of ancuity then divided among them was \$2,400, or about \$1.68 per head. The present number of those Indians is 2,491, and they have for some years past received a little under \$1 per head.

The Lake Superior Indians numbered, when the treaty of 1850 was made with them, 1,240, and the annuity then received by them amounted to \$2,000, or about \$1.61 per head. They now number 1,230, and receive about \$1.62 per head. The Honorable the Minister of Justice, in the report herewith submitted, is of

The Honorable the Minister of Justice, in the report herewith submitted, is of opinion, in which the undersigned has already expressed his concurrence, that the Lake Huron Indians are entitled, under the Treaty of 1850, to the maximum amount of annuity thereby stipulated, viz.: \$4 per head, and it has been previously stated that the Lake Superior Indians are in a precisely similar position in regard to the Treaty made with them in that year.

The undersigned has accordingly the honor to represent that the sum required to increase the annuities this year payable to these Indians to the maximum figure of \$4, be placed to the credit of Indian funds, and be charged (or so much of it as may be expended) against unforseen expenses, to be voted by Parliament at its next Session, unless it be in the meantime decided by the courts of law, to whom the Minister of Justice suggests the matter be referred for decision, or by any other mode of settlement that may be agreed upon, that the amount in question is to be paid by the Province of Ontario, or by the old Province of Canada.

Per annum will be somewhat as follows :
Lake Huron Indians—
About 2,491, at \$ 4 per head \$9,964 Less present annuity
Lake Superior Indians-
1,230, at \$4 per head
Total

This sum represents what will be required to pay the annuities under both of the Robinson Treaties for the current year on the new basis, providing the population of the bands to be the same as last year. To provide against the contingency of a future probable increase, the undersigned begs to recommend the round sum of \$11,000.

#### (Signed) D. LAIRD,

Minister of the Interior, and Supt. Gen. of Indian Affairs.

DEPARTMENT OF THE INTERIOR, INDIAN BRANCH, OTTAWA, 12th July, 1875.

#### Report of the Honorable the Privy Council.

The undersigned has the honor to state that he concurs in the views expressed in the annexed report of the Honorable the Minister of Justice, under date the 7th inst., on the claims of the Indians of the north shore of Lake Huron, for an increased annuity in respect of lands ceded by them in the year 1e50; and inasmuch as a treaty precisely similar in its terms was in the same year made with the Indians of the north shore of Lake Superior, the undersigned submits that the same principal should be adopted in settling the claims of the last-named Indians as it is proposed to apply to those of the Lake Huron Indians.

The Minister finds that at the date of the Treaty of 1850, the number of the Indians on the north shore of Lake Huron was 1,422; that the amount of annuity then divided among them, was \$2,400.00, or about \$1.68 per head. The present number of those Indians is 2,491; and they have for some years past received a little under \$1.00 per head.

The Lake Superior Indians numbered, when the Treaty of 1850 was made with them, 1,240; and the annuity then received by them amounted to 2,000, or about \$1.61 per head; they now number 1,230, and receive about \$1.62 per head.

The Honorable the Minister of Justice, in the report herewith submitted, is of opinion, in which he has already expressed his concurrence, that the Lake Huron Indians are entitled, under the Treaty of 1850, to the maximum amount of annuity thereby stipulated, namely, \$4.00 per head; and it has been already stated that the Lake Superior Indians are in a precisely similar position in regard to the treaty made with them in that year. The Minister accordingly represents that the sum required to increase the annuities this year, payable to those Indians to the maximum figure of \$4.00 per annum, will be somewhat as follows:—

Lake Huron Indians—		
About 2,491, at \$4.00 per head Less present annuity	2,400	7,564
Lake Superior Indians		
1,230, at \$4.00 per head Less present annuity	\$4,920 2,000	
	·····	2,920
Total	\$	10,484

This sum represents what will be required to pay the annuities under both of the Robinson Treaties for the current year on the new basis, providing the population of the bands be the same as last year. To provide against the contingency of a probable increase, he begs to recommend that the round sum of \$11,000.00 be placed to the credit of Indian Funds, and be charged (or so much of it as may be expended) against "unforeseen expenses" to be voted by Parliament at its next session, unless it be, in the meantime, decided by the courts of law, to whom the Minister of Justice suggests the matter be referred for decision, or by any other mode of settlement that may by agreed upon, that the amount in question is to be paid by the Province of Ontario, or by the old Province of Canada.

(Signed)

DAVID LAIRD,

Minister of the Interior.

#### 22nd July, 1875.

On a report, dated 12th July, 1875, from the Honorable the Minister of the Interior, stating that he concurs in the views expressed in the annexed report of the Honorable the Minister of Justice, under date the 7th inst., on the claims of the Indians of the north shore of Lake Huron for an increased annuity in respect of lands ceded by them in the year 1850; and inasmuch as a Treaty, precisely similar in its terms, was, in the same year, made with the Indians of the north shore of Lake Superior, he submits that the same principle should be adopted in settling the claims of the last-named Indians as it is proposed to apply to those of the Lake Huron Indians.

The Minister finds that, at the date of the Treaty of 1850, the number of the Indians on the north shore of Lake Huron was 1,422; that the amount of annuity then divided among them was \$2,400, or about \$1.68 per head.

The present number of those Indians is 2,491, and they have, for some years past, received a little under \$1 a per head.

That the Lake Superior Indians numbered, when the Treaty of 1850 was made with them, 1,240; and the annuity then received by them amounted to \$2,000, or about \$1.61 per head; they now number 1,230 and receive about \$1.62 per head.

That the Honorable the Minister of Justice, in the report herein submitted, is of opinion, in which he has already expressed his concurrence, that the Lake Huron Indians are entitled, under the Treaty of 1850, to the maximum amount of annuity thereby stipulated, namely, \$4 per head; and it has been already stated that the Lake Superior Indians are in a precisely similar position in regard to the Treaty made with them in that year. The Minister accordingly represents that the sum required to increase the annuities this year payable to those Indians to the maximum figure of \$4 per annum will be somewhat as follows:—

Lake Huron Indians-

About 2,491 at \$4 per head         \$9,964           Less present annuity         2,400	<b>\$7,5</b> 64
Lake Superior Indians-	
1,230 at \$4 per head \$4,920	
1,230 at \$4 per head \$4,920 Less present annuity 2,000	
	2,920
- Total	\$10,484

That this sum represents what will be required to pay the annuities under both of the Robinson Treaties for the current year on the new basis, providing the population of the bands be the same as last year. To provide against the contingency of a probable increase, he recommends that the round sum of \$11,000 be placed to the credit of Indian Funds, and be charged (or so much of it as may be expended) against "unforseen expenses," to be voted by Parliament at its next session, unless it be, in the meantime, decided by the courts of law, to whom the Minister of Justice suggests the matter be referred for decision, or by any other mode of settlement that may be agreed upon, that the amount in question is to be paid by the Province of Ontario or by the old Province of Canada.

The Committee submit the foregoing recommendations for Your Excellency's approval.

Certified.

(Signed) JOS. O. COTE,

Assistant Clerk.

Circular to be written (5045) to-

Chas. Skene, Esq., V. I. S., Parry Sound, O., (with ch. No. 1408 for \$1,505.77.) Wm. Van Abbott, S. A. Sault Ste. Marie, (with ch. 1410, for \$1,943.10.) T. C. Phipps, Esq., V. S., Manitors, 8 O., (with ch. 1409 for \$4,492.65.) James Bissett, Esq., Agt. H. B. C., (with ch. 1419 for \$3,058.48.)

MONTREAL, September 1st, 1875.

Sig.—I have to inform you that on the 22nd ult., an O. of C. was passed directing that the annuities passed under the Robinson Treaty, to the Indians of Lakes Huron and Superior, shall be increased from the sum paid them last spring to \$4.00 per head; that being the maximum amount which they can be paid under said Treaty. I accordingly enclose official ch. No. in your favor for \$ for the purpose of enabling you to make that increase to those Indians within your superintendency or agency to whom the said Treaty applies. As it is thought that the amount of this cheque is in excess of the sum you will require for this purpose. you will be good enough if this proves to be the case, to deposit any surplus remaining in your hands in the usual manner, and forward B. of M. certificates and draft deposits, and pay-lists to the Indian office as soon as possible.

I am, &c.,

E. A. MEREDITH.

(Signed) E. A. M

Memorandum -In re the claims of the Indians of the north shore of Lake Superior and the north shore of Lake Huron to increase annuities under the provisions of the so-called Robinson Treaties concluded with those Indians on the 7th and 9th September, 1850, respectively.

The claims of the Indians arise out of the following stipulation in the Treaty: "That should the Territory so ceded at any future period produce such a sum as will enable the Government of the Province, without incurring loss, to increase the annuity to them (*i. e.* the Indians), then, and in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of *one pound* Provincial currency, in any one year, or such further sum as Her Majesty may be graciously pleased to order."

From the papers laid before the undersigned he is led to believe that at the period of Confederation, a certain augmentation would under this provision have been properly claimable by the Indians, but there appears to be no doubt that for some years back the full augmentation up to \$4.00 a head has been claimable.

With a view to ascertain the extent of this claim, it will be necessary to obtain from the Department of Crown Lands at Toronto, a statement showing the amount received annually, over and above the costs and charges attending the same, from the Indian lands ceded by each of the said Treaties from 1850 to Confederation, and a similar statement as to the annual receipts from these from Contederation to the present year.

> INDIAN OFFICE, MANITOUANING, 8th September, 1875.

Sir,—I have the honor to acknowledge receipt of letter No. 5045, dated 1st inst., enclosing official cheque for \$4,492.65 (four thousand four hundred and ninety-two dollars and sixty-five cents) for distribution to the Indians in this superintendency, so as to increase the amount per head from the sum paid them last spring to four dollars. Pay-lists are now being prepared, and 1 purpose leaving by first steamer for Owen Sound, which is the nearest point where I can get the cheque cashed, and commencing the payment forthwith.

I have the honor to be, Sir,

Your obedient servant,

(Signed) JAS. C. PHIPPS, V.S. l.A.

The Honorable

The Minister of the Interior, Indian Branch, Ottawa.

INDIAN BRANCH AGENCY,

SAULT STE. MARIE, 9th Sept., 1878.

Six,—I have the honor to acknowledge the receipt of your letter, No. 5045, dated 1st September, and to report that I have this day enclosed to the Manager of the Bank of Montreal, at Toronto, the cheque, with instructions to forward me the funds, on receipt of which I will at once proceed to make the necessary payments.

To-day I am leaving for Goulais Bay and Butchuvana to take the census of the people residing there, and to obtain the other information required by your circular, in which you request me to make a report before the 30th September.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) WM. ABBOTT,

Indian Land Agent.

The Honorable

The Minister of the Interior, Ottawa.

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#### PARRY SOUND, 11th September, 1875.

SIR,---I have the honor to acknowledge the receipt of your letter, No. 5045, enclosing an official cheque, No. 1408, for the sum of \$1,505.77 (fifteen hundred and five dollars and seventy-seven cents), the said sum being for the purpose of increasing the annuities paid to the Indians for this year to four dollars per head, that being the maximum amount by the Robinson Treaty.

As soon as possible I shall start on my visits to pay the different bands this addition to what they have already received, and send in any balance and the paylists to the Indian Department.

I have the honor to be, Sir,

Your obedient servant,

C. SKENE, (Signed) O.S.I., Parry Sound.

To E. A. MEREDITH, Esq., Deputy of the Minister of the Interior, Ottawa.

> HUDSON'S BAY HOUSE, MONTREAL, 17th Sept., 1875.

DEAR SIR,-An official letter was addressed to you, on the 6th inst., by Mr. Colin Rankin on behalf of the H. B. Company, enquiring as to the distribution of any part of a sum of \$3,052.48, received from the Department, among the Indians on Lake Huron.

The Company have not hitherto made payments to those Indians, and desire to know whether we are desired to do so in this case, or whether, as formerly, we are only to pay the Indians on Lake Superior.

I have been waiting your reply before sending instructions.

Yours truly,

JAMES BISSETT. (Signed)

E. A. MEREDITH, Esq., Ottawa.

TO JAMES BISSETT,

OTTAWA, 18th September, 1875.

Money sent you is for Indians of Lake Superior, not Huron, as erroneously stated in letter. Please distribute as soon as possible.

(Signed)

Hudson's Bay House, Montreal.

HUDSON'S BAY HOUSE,

MONTREAL, 6th September, 1875.

SIR,-I have to acknowledge the receipt, this morning, of your letter of 1st inst., onclosing official cheque, No. 1,419, in favor of James Bissett, Esq., for three thousand and fifty-eight dollars and forty-eight cents, to enable the officers of the Hudson's Bay Company to make the additional payment of annuities to the Indians of Lakes Huron and Superior.

I will have much pleasure in directing the officers of the Company to make these payments; but, as the Company has not hitherto made payments to the Indians of Lake Huron, I desire to know if the Government wish them now to do so.

L. VANKOUGHNET.

Your official letter, dated 3rd April, with which you sent a cheque for \$2,000, only requested payment to be made to the Indians inhabiting the north shore of Lake Superior.

I defer sending the instructions letter to Lake Superior or Lake Huron until I hear from you in reply to my enquiry.

I have the honor to be, Sir,

Your obedient servant,

(Signed) C. RANKIN.

E. A. MEREDITH, Esq., Deputy of the Minister of the Interior,

Ottawa.

PARRY SOUND, 19th September, 1875.

Sir,—I have the honor to inform you that on proceeding to portion out the in crease to the annuities to the Indians, by the Robinson Treaty, as directed by your letter, No. 5,045, I find the sum remitted \$1,505.77 inadequate to raise the annuities to \$4.00 per head, as will be seen by the following statement:—

From Pay-list sent in.				Required Addition.		
Amount for each Band.	Bands.	Number in Band.	Per head.	Sum paid.	Per head.	Sum required.
\$ cts.			cts.	\$ cts.	\$ cts.	S cts.
<b>24</b> 4 00	Parry Island	61	<del>9</del> 6	58 56	3 04	185 44
416 00	Shawauaza	104	96	99 84	3 04	316 16
620 00	Henry's Inlet	155	91	141 05	3 09	478 95
196 00	Dokis	49	96	47 19	3 04	148 81
508 0 <b>9</b>	Cochais	127	94	120 38	3 6	387 63
		496		467 33		1,516 99

It will thus be seen that \$12.36 additional will be required.

I am obliged to go to Collingwood to morrow in order to get the cheque cashed, as I cannot get it done here, and can only return on Wednesday the 22nd. I purpose paying the Parry Islanders on Friday, and then on Monday starting to pay the other bands. As I understand from your letter that the annuities are to be increased to \$4 per head, it is my intention to make up that sum, unless I previously receive instructions from the Department by telegraph or post not to exceed the \$1,505.77 already received.

I have the honor to be, Sir,

Your obedient servant,

(Signed) C. SKENE, V.S.I., Parry Sound.

To E. A. MEREDITH, Esq., Deputy-Minister of the Interior, Ottawa.

### OTTAWA, September 11th, 1877.

MY DEAR SIR,—Having been engaged in looking into our accounts with Ontario, I have examined the Robinson Treaty in connection with the Lake Huron Indians, and as it is very desirable that the whole question should be now settled I beg to call your attention to the following points:

(1) Is it intented to go into the question of arrears at all?

(2) If we are responsible for arrears the following facts should be at once ascertained?

What were the net proceeds of the lands ceded by the Indians under that Treaty annually, until such time as the annual receipts exceeded the amount of \$4 per head of the Indians concerned?

What was the number of Indians, year by year, who were entitled to receive the annuity. The point of these facts could, I presume, be obtained from the Crown Lands books of Ontario and should be applied for at once, and this second, I suppose your own records would show. From these facts when ascertained, it could be shown what amount (if any) was payable to the Indians, year by year. The arrears accrued before Confederation would apparently be a charge against the late Province and there accrued since against Ontario. The report of the Minister of Justice, of July 7, 1875, speaks vaguely as to two points, and suggests that this matter might be referred to the Supreme Court. He speak doubtingly also as to the arrears themselves. But these facts are essential to enable the Government to decide to what extent it will go into the arrears at all, and to enable the Court, if it is referred to it, to decide to what extent the late Province of Ontario are answerable to the Dominion. I hope therefore that no time will be lost in applying for the information.

Then the \$11,000 which has been voted for the last two years only professes to be an approximation, and before we can legitimately charge Ontario with the amount (if the Court should hold them responsible) we must not have an approximation authorized, but the sums actually paid or payable in 1875-6 and 1876-7. The only other course which could be followed would be a revised Treaty to

The only other course which could be followed would be a revised Treaty to which Ontario should be a party, or which would be the best, an agreement with Ontario as to a definite sum chargeable to it annually irrespective of the actual annual cost.

To all these points, I request your attention.

Your obedient Servant,

(Signed) JOHN LANGTON,

Auditor.

E. A. MEREDITH, Esq.

#### September 21st, 1877.

SIR,—I have the honor to request that you will have the goodness to furnish this Department at your earliest convenience with a statement shewing the net proceeds annually realized from the lands ceded by the Indians of Lake Huron under the Treaty of the 9th Sept., 1850; also from the lands ceded by the Indians of Lake Superior under the Treaty of the 7th Sept., 1850. The statement should embrace the period between the year the Treaties were made and the date when the net annual receipts exceeded the amount of \$4 per head of the Indians entitled to receive annuity, the average number of whom may be stated at 4,000.

#### I have, &c.,

### (Signed)

E. A. MEREDITH,

Deputy of the Minister of Interior.

THOS. H. JOHNSON, Esq., Assistant Commissioner of Crown Lands, Toronto.

TORONTO, 9th December, 1875.

SIR,—Having reference to the application of the Under-Secretary of State requiring information connected with the Indian Treaties of September, 1850, and the report thereon of the 31st October, 1874, transmitted to your Department on the 2nd of the following month, will you have the goodness to obtain from the Department of the Minister of the Interior (Indian Branch) the information there required with regard to the limits of the Treaty relating to the eastern and north shores of Lake Huron.

The Minister of the Interior has recently renewed an enquiry which cannot be answered in the absence of the information alluded to above.

I am, Sir,

Your obedient servant,

(Signed) T. B. PARDEE,

Commissioner.

The Honorable

The Provincial Secretary, Toronto.

TORONTO, 25th September, 1877.

SIR,—Having reference to the subject of your letter of the 21st inst. (No. 5,045),. I beg to send herewith the copy of a letter addressed to the Honorable the Provincial Secretary, which explains the reason why the information re juired cannot at present be supplied.

To that letter an answer does not appear to have been received.

I have the honor to be, Sir,

Your obedient servant,

(Signed) THOS. H. JOHNSON,

Assistant Commissioner.

The Deputy-Minister of the Interior, Indian Branch, Ottawa.

OTTAWA, 28th September, 1877.

On enquiring at the Department of the Secretary of State I was informed that no correspondence has been received from the Provincial Secretary relative to the Robinson Treaty, as referred to in copy of letter from the Commissioner of Crown Lands to Provincial Secretary, dated 9th December, 1875.

(Signed) R. P. R.

Deputy Superintendent-General of Indian Affairs.

29th September, 1877.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th instant, and to inform you that, upon reference to the Department of the Secretary of State, this office is advised that there is no record of the application stated in the Hon. Mr. Pardee's letter, dated the 9th December last (a copy of which you enclose), to have been made by the Under-Secretary of State to the Government of the Province of Ontario, requiring certain information connected with the Indian Treaties of 1850. No trace of Mr. Pardee's report therein, dated the 31st October, 1854, appears to have reached the Department of the Secretary of State. Upon your advising me of the precise information required by Mr. Pardee, the same will, if possible, be furnished by this Department.

I have, &c.,

(Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

THOS. H. JOHNSON, Esq.,

Assistant Commissioner of Crown Lands, Toronto.

> DEPARTMENT OF CROWN LANDS, TOBONTO, 31st October, 1874.

On account of lands on the north shore of Lake Superior, embracing in the Treaty of the 7th September, 1850, moneys to the amount of about \$352,000 have been received on account of mining locations on unsurveyed lands of timber, and of sales of lands in the surveyed townships, viz.: \$110,000 before, and \$272,000 since Confederation in 1867. It may be mentioned that there was a similar Treaty of the same date with the Ojibeway Indians, on the northern and eastern shores of Lake Huron, but as the boundary of the territory on the east of the Lake, commencing at Penetanguishene, is undefined, the wording of the Treaty being "all unconceded lands within the limits of Canada West, to which they (the Indians) have any just claims," this Department would be unable to supply any information with regard to moneys derived from lands until the eastern boundary of the said tract be defined, which can, it may be presumed, be done by the Indian Department at Ottawa.

(Signed)

Commissioner.

TORONTO, 9th December, 1875.

T. B. PARDEE,

SIB,—Having reference to the application of the Under-Secretary of State, requiring certain information connected with the Indian Treaties of September, 1850, and the reports thereon of the 30th October, 1874, transmitted to your Department on the 2nd of the following month, will you have the goodness to obtain from the Department of the Minister of the Interior (Indian Branch) the information there required with regard to the limits of the Treaty relating to the eastern and north shores of Lake Huron? The Minister of the Interior has recently renewed an enquiry which cannot be answered in the absence of the information alluded to above.

I have, &c.,

(Signed) T. B. PARDEE,

Commissioner.

The Honorable

The Provincial Secretary, Toronto.

SECRETARY OF THE PROVINCE OF ONTARIO, TORONTO, 1st October, 1877.

SIR,—I have the honor to transmit herewith a copy of a letter addressed by the Honorable the Commissioner of Crown Lands to this Department, having reference to an application of the Under-Secretary of State requiring certain information connected with the Indian Treaties of Sept., 1850; and also a copy of the report of the 30th October, 1874.

These copies were inadvertently omitted to be forwarded to you at the time of their receipt.

I have to request you to be good enough to furnish the information sought for at your earliest convenience.

I have, &c.,

(Signed) T. R. ECKART,

Assistant-Secretary.

The Honorable The Secretary of

, Ottawa,

#### OTTAWA, 4th October, 1877.

SIR,—Adverting to the letter from your Department, under date the 29th July, 1874, I am directed to transmit to you herewith for your information a copy of a letter from the Assistant Provincial Secretary of Ontario, and of its enclosures, in reply to the application for information upon matters connected with a Treaty concluded in the year 1850 with certain Indian Bands of Lake Superior, known as the "Robinson Treaty."

> I have the honor to be, Sir, Your obedient servant, (Signed) EDOUARD LANGEVIN,

> > Under-Secretary of State.

The Honorable

The Minister of the Interior.

#### 6th October, 1877.

SIR,—I have to acknowledge the receipt of your letter of the 4th instant, covering copy of a letter addressed to the Secretary of State on the 1st instant, by the Assistant-Secretary of the Province of Ontario, and of the enclosure therein; and to request that the Ontario Government may be informed that the eastern boundary of the territory covered by the Treaty made with the Ojibeways of Lake Huron on the 9th September, 1850, is not strictly defined in that Treaty, but may be considered to be a line running southward, striking the east shore of Lake Nipissing and extending to a point due east from Moose Deer Point.

#### I am, &c.

#### (Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

E. J. LANGEVIN, Esq., Under Secretary of State.

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21st November ,1877.

SIR,—Referring to my letter of the 29th September last, I have the honor to enclose copy of a letter addressed to the Under Secretary of State for Canada, relative to an application for information required by this Department respecting the Robinson Treaty, and to request that you will have the goodness to furnish the information referred to in my letter to you of the 21st September last at your earliest convenience.

I am, &c.,

(Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

THOS. H. JOHNSON, Esq.,

Assistant Commissioner Crown Lands, Toronto.

To His Excellency Right Honorable Earl Dufferin K. C. B., Goaernor-General of Canada, in Council, Ottawa.

That on the seventh day of September, in the year of our Lord, one thousand eight hundred and fifty, the Indian Bands represented by your petitioners, did freely, fully, and voluntarily surrender, cede, grant, and convey unto Her Majesty the Queen, her heirs and successors, for ever, all their right, title, and interest in the whole of the territory on the northern shores of Lukes Huron and Superior—from Penitanguishene—on the Georgian Bay, to Pigeon River on Lake Superior, and inland throughout that extent to the height of land which separates the territory covered by the charter of the Honorable Hudson's Bay Company, from the said tract, and also the islands in the said lakes within the boundaries of the British possessions therein, save and except the reservations set forth in the schedules annexed to the said Treaties, commonly known as the Robinson Treaties.

That in consideration thereof, a certain small sum of money was to them in hand paid, and a perpetual annuity was secured to them.

That the annuity in question commenced with a sum which yielded your petitioners, when divided, about one dollar and sixty cents each per annum, a pittance which (in consequence of the natural increase in the numbers of some of the bands) fell, in some instances, to about one dollar only for each person, when so divided.

That the treaties contained the following provision in reference to your petitioners' annuity, namely: "That the said William Benjamin Robinson, on behalf of Her Majesty, who desires to deal liberally and justly with all Her subjects, further promises and agrees, that in case the territory hereby ceded by the parties of the second part; shall, at any future period, produce an amount which will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then and in that case the same shall be augmented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound Provincial currency in any one year, or such further sum as Her Hajesty may be graciously pleased to order."

That notwithstanding that the amount produced by the sale of land and timber, &c., in the ceded territory is believed to be little short of one million of dollars, no addition or augmentation whatever was made to the annuity of your petitioners, from the date of the Treaties in 1850, until 1875, a period of twenty-five years.

That in the year 1875 only, was the annuity of your petitioners augmented or increased to four dollars, the maximum amount secured to them under the Treaties, on the recommendation as they are informed of the Hon. Mr. Blake, then Minister of Justice. That in view of the facts, that the territory ceded by your petitioners produced an amount which would have enabled the Government without loss, to have increased their annuity from time to time, commencing soon after the date of the Treaties, and that they should (as they believe) have been in the receipt of the full sum of four dollars each, a number of years prior to 1875, your petitioners claim that a very large sum of money is justly owing to them on account of arrears of annuity and interest thereon.

That this question of arrears of annuity, and your petitioners claim to payment of the amount thereof, has been under the consideration of the Superintendent General of Indian affairs for upwards of two years, without any material step having been taken, or progress made (so far as your petitioners are aware) towards a settle ment of the same.

That owing to the depressed condition of mining and other industries, and especially to the stoppage of various saw-mills in the district, many of your petitioners, both able and willing to work, were unable to obtain employment last winter, and there is no prospect of any greater demand for such labor as they are able to perform during the coming winter.

That under these circumstances, your petioners feel doubly anxious to obtain an early settlement of their claims, in order that they may receive some portion of the arrears of annuity so long owing to them, if possible, before the winter sets in, and hope thus to be enabled to provide necessary food and clothing for themselves, their wives and their children.

That a number of your petitioners are desirous of engaging in the cultivation of the land, and cut of the money due to them, wish a portion expended in the purchase of oxen, seed, and agricultural implements.

That your petitioners earnestly trust and hope that your Excellency in Council will favorably receive and answer the prayer of this their petition, taking such steps in order thereunto as may, in the wisdom of Your Excellency and of Your Excellency's Councillors appear to be best.

And your petitioners, as in duty bound, will ever pray, &c., &c.

#### SAULT STE. MARIE, 23rd November, 1877.

MY DEAR SIR,—Some time ago I was pressed by the Indian Chiefs of several of the Bands in my district to attend a Council that they were holding at Garden River. I went and found that the subject, or at least the principal subject, they wished to see me about was the arrears due to them under the Robinson Treaties, a portion of which they think should be paid at once, being long over due, and more particularly in view of the fact that the Indians, especially in the neighborhood, are likely to be very badly off this winter. This is owing to the circumstance that there is no employment from the stoppage of the saw-mills at Garden River and Butchewana Bay, &c., and also from the fact of there being hardly any exploring or mining going on, either upon the north or south shores of Lakes Huron or Superior.

It might naturally enough occur to you that all the able-bodied Indians might hunt or trap, but furred animals and game are very scarce now anywhere within reasonable distance of this place, and quite a number of our best Indians of the younger generation hardly know how to trap and hunt as their forefathers did. They live by fishing, voyaging, and lumbering, or chopping cordwood, and generally grow a few potatoes. The fishing has turned out badly this fall, especially in the Rapids here at Sault Ste. Marie. Please try therefore and wring out of the Province of Ontario some portion of the arrears of annuity for which the Province is, as I conceive, both morally and legally liable—solely liable since Confederation, and together with Quebec before Confederation. The concluding portion of section 109 of "The British North American Act" is quite conclusive as against the Province of Ontario, in my humble opinion, so far as the arrears since 1867 are concerned. This

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portion of the Indian claims Ontario should pay at once unless the Provincial Government intends to dispute their liability altogether, and throw the whole on to the Dominion. The arrears that have occurred from 1850 to 1867 (Confederation) Quebec is partly responsible for, and this portion of the claim may be more troublesome to assuage.

The amount of these arrears will be very considerable if a fair amount is reduced, and interest and compound interest added as it should be. It is time the matter was settled. Try if you can fetch the Provincial Government to terms before the approaching session is over, and oblige,

My dear Sir,

Yours very truly, (Signed) E. B. BORRON.

#### Honorable D. MILLS, Minister of Interior, Ottawa.

P.S.—At the Council referred to, some of the Indians spoke of sending a deputation to Ottawa to represent their grievances; knowing the serious expense this would incur, and that the Department would have to foot "the bill" in the end, I advised them against that course, and recommended a petition instead. This they agreed to, but imposed upon me the task of drawing up the petition. This I did, but as it required a copy for each Band, and as the Chiefs wanted copies to keep, I thought it best to get the necessary number printed, as it would not cost more than ten dollars, and I could not spare the time necessary to write out so many copies. I instructed the printer (Mr. Biggings, editor and proprietor of the Algoma Pionecr, and a supporter of the Government) to send the account to the Department, as the Indians were willing it should be paid and charged to them. The amount should not exceed \$10, say ten dollars, which please direct to be paid when the account is presented. I send you a copy of the petition for your information; the originals will come to you through the regular channel, which is, I believe, "The Secretary of State."

Three or four of the Bands have sent in theirs, which will be forwarded by this mail; the others will drop in as the Indians (most of whom had gone to their hunting grounds) can be got.

E. B. B.

SAULT STE. MARIE,

DISTRICT OF ALGOMA, ONT., 33rd November, 1877.

SIR,—I have the honor to enclose a petition to His Excellency the Governor-General in Council, from the Chiefs and principal men of the Garden River, Sault Ste. Marie, Goulais Bay and Fort William Bands of Indians, in reference to arrears of annuity which they consider to be owing to them.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) E. B. BORRON, M.P.

Hon. R. W. Scott,

Secretary of State, Ottawa.

#### 4th December, 1877.

SIR,—I have the honor to acknowledge the receipt of your letter of the 23rd ultimo, enclosing copy of a petition from the principal men of the Garden River, Sault Ste. Marie, Goulais Bay, and Fort William Bands, relative to arrears of annuity which they claim to be due them under the Robinson Treaties; and to inform you that the Commissioner of Crown Lands for the Province of Ontario was again written to recently, urging action in the matter, and until a statement is received from that Department no action with a view to adjustment can be taken.

The original petition from the Indians to which you refer has been received through the Department of the Secretary of State.

I am, &c.,

E. A. MEREDITH, (Signed)

Deputy of the Minister of the Interior.

E. B. BORRON, Esq., M.P., Sault Ste. Marie, Ontario.

13th February, 1878.

SIR,—I am desired by the Superintendent General of Indian Affairs to call your attention to the letter addressed to you on the 21st of November last, and to previous correspondence on the same subject, and to request that you will have the goodness to cause the information asked for therein relative to the net proceeds annually realized from the lands ceded by the Ojibewas of Lake Huron under the Treaty of the 9th September, 1850, to be furnished to this Department with the least possible delay.

I am, &c.,

(Signed) E. A. MEREDITH. Deputy of the Minister of the Interior.

THOS. H. JOHNSON, Esq., Assistant-Commissioner Crown Lands, Toronto.

TORONTO, 19th February, 1878.

SIR,-I have the honor to acknowledge the receipt of your letter of the 13th inst., asking for a return of the net proceeds annually realized from the lands ceded by the Odjibewas of Lake Huron under the Treaty of 9th September, 1850, and to state that the matter will receive attention as soon as possible after the prorogation of the Provincial Legislature.

I have the honor to be, Sir,

Your obedient servant,

(Signed) THOS. H. JOHNSON,

Assistant-Commissioner.

The Honorable

The Minister of the Interior, Ottawa.

## To His Excellency the Right Honorable Earl Dufferin, K. C. B., Governor-General of Canada in Council, Ottawa.

The petition of the undersigned Chiefs and principal men of the Indian bands, inhabitating the northern shores of Lake Huron and Lake Superior, humbly sheweth :

That on the seventh day of September, in the year of Our Lord one thousand eight handrod and fifty, the Indian bands represented by your petitoners, did fully, freely and voluntarily, surrender, cede, grant and convey unto Her Majesty the

Queen, Her heirs and successors forever, all their right, title and interest in the whole of the territory on the northern shores of Lakes Huron and Superior from Penitanguishene on the Georgian Bay, to Pigeon River on Lake Superior, and inland throughout that extent to the height of land which separates the territory covered by the charter of the Honorable Hudson's Bay Company from the said tract,—and also the Islands in the said Lakes within the boundaries of the British possessions therein; save and except, the reservation set forth in the schedules annexed to the said Treaties, commonly known as the Robinson Treaties. That in consideration thereof a certain small sum of money was to them, in hand paid—and a perpetual annuity was secured to them. That the annuity in question commenced with a sum which yielded your petitioners, when divided, about one dollar and sixty cents each per annum, a pittance which (in consequence of the natural increase in the numbers of some of the bands) fell in some instances to about one dollar only for each person, when so divided.

That the Treaties contained the following provision in reference to your petitioners' annuity, namely: "The said William Benjamin Robinson on behalf of Her Majesty, who desires to deal liberally and justly with all Her subjects, further promises and agrees, that in case the territory hereby ceded by the parties of the second part, shall at any future period produce an amount which will enable the Government of this Province, without incurring loss, to increase the annuity hereby secured to them, then and in that case the same shall be augumented from time to time, provided that the amount paid to each individual shall not exceed the sum of one pound Provincial currency in any one year or such further sum as Her Majesty may be graciously pleased to order."

That notwithstanding that the amount produced by the sale of land and timber, &c., in the ceded territory is believed to be little short of one million of dollars, no addition or augumentation whatever was made to the annuity of your petitioners from the date of the Treaties in 1850 until 1875, a period of twenty-five years.

That in the year 1875 only, was the annuity of your petitioners augumented or increased to four dollars, the maximum amount secured to them under the Treaties, on the recommendation, as they are informed, of the Honorable Mr. Blake, then Minister of Justice.

That in view of the facts that the territory ceded by your petitioners produced an amount which would have enabled the Government without loss, to have increased their annuity from time to time, commencing soon after the date of the Treaties, and that they should (as they believe) have been in receipt of the full sum of four dollars each, a number of years prior to 1875, your petitioners claim that a very large sum of money is justly owing to them on account of arrears of annuity and interest thereon.

That this question of arrears of annuity, and your petitioners' claim to payment of the amount thereof, has been under the consideration of the Superintendent General of Indian Affairs for upwards of two years, without any material step having been taken or progress made (so far as your petitioners are aware) towards a settlement of the same.

That owing to the depressed condition of mining and other industries, and especially to the stoppage of various saw-mills in the district, many of your petitioners, both able and willing to work, were unable to obtain employment last winter, and there is no prospect of any greater demand for such labor as they are able to perform during the coming winter.

That under these circumstances, your petitioners feel doubly anxious to obtain an early settlement of their claims, in order that they may receive some portion of the arrears of annuity so long owing to them, if possible, before the winter sets in, and hope thus to be enabled to provide necessary food and clothing for themselves, their wives and their children.

That a number of your petitioners are desirous of engaging in the cultivation of the land, and out of the money due to them wish a portion expended in the purchase of oxen, seed and agricultural implements.

That your petitioners earnestly trust and hope that your Excellency in Council will favorably receive and answer the prayer of this their petition, taking such steps in order thereunto as may, in the wisdom of your Excellency's Councillors appear to be best. And your petitioners, as in duty bound, will ever pray, &c., &c.

#### KILLARNEY, 7th November, 1877.

An improvement Office	their		their
Anawicoonce, Chief,	+	THEDOWE,	
Shibagijik,	+	THEDOWE,	+
MAINGAN, Chief Warrior,	+	Joseph Gabow,	÷-
Ganjanjince,	+	PENECHEN,	÷
Kekekouce,	+	JOSEPH ACKAKOGON,	÷
J. B. Amadjiwejijik,	+	CHAN MEMITOAHKANG,	÷
KIKEKOUCE, CHAS.,	+	ANGELIQUE CRAWFORD,	÷
NAWAKIMAGIJABOU,		Odoskweiap,	÷
XAIREE BIJIKINCE,	+	JOHN CHECKEG,	÷
WABIGEKAK,	+	Enwaosay,	4
AUTEVAIN,	+	MANI PIBAMIKAWAY,	÷-
Gawbow,		FRANCIS ASIMWAY,	÷-
ASENISUE,	+-	ANGELIQUE PEPAMIKAWE,	÷
PABAMIKAWE,	- <b> </b> -	JAMES NEGANAKWAN,	÷
SABEN ASINIWAY,	-+-	NAMICHEKWE,	-+-
ANTWEN THEDEWE,	÷		marks.
	marks.		

#### April 23rd, 1878.

MY DEAR SIR,—In connection with our conversation to-day respecting the claims of the Lake Huron Indians, I should be very much obliged if you would give me a statement of the present position of question, as I am called upon to make a report upon the subject.

#### Yours, &c.,

(Signed) JOHN LANGTON,

Auditor.

L. VANKOUGHNET, Esq.

#### Оттаwa, 13th May, 1878.

SIR,—With reference to my letter of the 13th February last, requesting that certain information relative to the net proceeds annually realized from the lands ceded by the Ojibeways of Lake Huron, under the Treaty of the 9th September, 1850, might be furnished without delay, and to your reply of the 19th of the same month that the matter would receive attention as soon as possible after the prorogation of the Provincial Legislature, I have the honor to request that the required information may be furnished with as little further delay as possible.

I have, &c.,

#### (Signed) E. A. MEREDITH,

Deputy of the Minister of the Interior.

THOS. H. JOHNSON, Esq., Asst. Comr., Crown Lanls, Toronto.

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#### OTTAWA, 16th August, 1878.

SIR. - I have the honor to refer you to the letter from this Department of 13th May last, and previous correspondence, relative to certain information required respecting the net proceeds annually realized from the lands and timber thereon ceded by the Ojibeways of Lake Huron under Treaty of 9th September, 1850. I have the honor to again request that this information may be furnished at the earliest possible moment.

I have, &c.,

(Signed) E. A. MEREDITH. Deputy of the Minister of the Interior.

T. H. JOHNSON, Esq., Asst. Comr., Crown Lands, Toronto.

#### TOBONTO, 21st August, 1878.

SIR,-I have the honor to acknowledge receipt of your letter of the 16th inst., asking for a return of moneys received as revenue from, and of moneys disbursed in connection with, certain lands ceded to the Province of Ontario by the Ojibeway Indians of the north shores of Lakes Superior, Huron and Nipissing, under the Robinson Treaties of the 7th and 8th September, 1850; and to say, in reply, that the required return has been for some time in the course of preparation, and will be completed and forwarded to your Department as quickly as the pressing duties of this Department will permit.

I have the honor to be, Sir,

Your obedient servant.

(Signed) THOS. H. JOHNSON,

Assistant-Commissioner.

L. VANKOUGHNET, Esq., Deputy Superintendent Indians Affairs.

Ottawa.

(Memorandum.)

DEPARTMENT OF THE INTERIOR, INDIAN BRANCH, OTTAWA, February, 1879.

With reference to the subject of arrears of annuity due to and claimed by the Ojibewa Indians of Lakes Huron and Superior, under the Treaties concluded with them respectively on the 9th and 7th of September, 1850, the undersigned begs to report that, with a view to ascertain correctly what amount of arrears (if any) is due to those Indians, it is necessary to obtain a statement from the Department of Crown Lands for Ontario, showing the net proceeds annually realized from the lands ceded under the Treaties aforesaid, embracing the period between the year the Treaties were made and the date that the net annual proceeds exceeded the amount of \$4 for each of the Indians entitled to receive annuity under said Treaties.

Application was first made to the Department of Crown Lands at Toronto for this information on the 21st September, 1377, and on the 25th of the same month a copy of a letter, addressed to the Honorable the Provincial Secretary by the Commissioner of Crown Lands, dated the 9th of December, 1875, was forwarded to this office by the Assistant Commissioner of Crown Lands. The original letter never had reached this office. This letter of the Commissioner of Crown Lands to the Provincial Secretary referred to previous correspondence relative to the claims of the

Indians in question to have the annuities, guaranteed them under said Treaties, increased, and asked that certain information (stated to have been previously called for in a communication from the Commissioner of Crown Lands, dated 31st October, 1874, to the Provincial Secretary) might be furnished by this Government to the Government of Ontario.

The communication last referred to had, however, not reached this office on the date of the aforesaid letter of the 25th September, 1877, from the Department of Crown Lands.

On the 29th September, 1877, the Assistant Commissioner of Crown Lands was informed that there was no record of the receipt by this Government of the application stated in the Commissioner's letter of the 9th December, 1875, to the Provincial Secretary to have been forwarded, and it was requested that this Department might be advised of the precise information required by the Commissioner of Crown Lands, with a view, if possible, to the same being furnished.

On the 4th October, 1877, a letter was received from the Department of the Secretary of State, enclosing a copy of a letter from the Assistant Provincial Secretary of Ontario, dated 1st of that month, forwarding the missing documents referred to in the previous letters of the Assistant Commissioner of Crown Lands, and stating that the same were inadvertently omitted to be forwarded from the Provincial Secretary's office on the date of their receipt. The information asked for in the letter of the 31st October, 1874 (received at this office on the 4th October, 1877), from the Commissioner of Crown Lands to the Provincial Secretary, was forwarded on the 6th October, 1877, to the Under-Secretary of State for transmission to the Government of Ontario.

On the 21st November, 1877, the Assistant-Commissioner of Crown Lands was furnished with a copy of the letter addressed to the Under-Secretary of State, dated 6th October, and he was requested to furnish the information referred to in the previous letter to him of the 21st September at his earliest convenience.

The information sought for not having reached this office, the Assistant-Commissioner of Crown Lands was requested on the 13th February, 1878, to forward it with the least possible delay.

On the 19th February the Assistant-Commissioner of Crown Lands wrote acknowledging the receipt of the letter of the 13th of the same month, and stated that the matter would receive attention as soon as possible after the prorogation of the Provincial Legislature.

On the 13th May following the attention of the Assistant Commissioner of Crown Lands was again called to the matter, and to his promise that it would receive attention as soon as possible after the prorogation of the Provincial Legislature; and he was requested to furnish the required information with as little further delay as possible.

On the 6th August, 1878, the Assistant-Commissioner of Crown Lands was again requested to furnish the information at the earliest possible moment.

On the 21st of that month the Assistant Commissioner of Crown Lands informed this Department that a return which would contain the information sought for had been for some time in course of preparation, and that it would be completed and forwarded to this Department as quickly as the pressing duties of his Department would admit.

The undersigned has the honor to report that the required information has not yet been furnished; and he would therefore respectfully recommend that a despatch on this subject be addressed by Your Excellency to His Honor the Lieutenant-Governor of Ontario.

(Signed)

J. A. MACDONALD,

Supt.-Gen. of Indian Affairs.

# **GOPY** of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council on the 12th February, 1879.

On a memorandum dated February, 1879, from the Honorable the Minister of the Interior, having reference to the subject of arrears of annuity due to and claimed by the Ojibewa Indians of Lakes Huron and Superior under the Treaties concluded with them respectively on the 9th and 7th of September, 1850, and reporting that with a view to ascertain correctly what amount of arrears (if any) is due to those Indians, it is necessary to obtain a statement from the Department of Crown Lands for Ontario shewing the net proceeds annually realized from the lands ceded under the Treaties aforesaid, embracing the period between the year the Treaties were made and the date that the net annual proceeds exceeded the amount of \$4 for each of the Indians entitled to receive annuity under said Treaties.

The Minister states that application was made to the Department of Crown Lands at Toronto for information, and that the Assistant-Commissioner of Crown Lands informed his Department that a Return, which would contain the information sought for, had been for some time in course of preparation, and that it would be completed and forwarded as quickly as the pressing duties of his Department would admit.

The Minister reports that the required information has not yet been furnished, and he recommends that a despatch on the subject be caused by your Excellency to be addressed to His Honor the Lieutenant-Governor of Ontario, calling his attention to the detailed state of facts mentioned in his memorandum.

The Committee submit the above recommendation for your Excellency's approval.

Certified.

(Signed)

W. A. HIMSWORTH, Clerk Privy Council.

To the Honorable

The Minister of the Interior.

42

## RETURN

## (128)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of instructions given to Mr. John Davidson, the Indian Agent at Dundee, during the year 1878, and correspondence between said Agent and the Department, and between said Agent and one Alpheus Adams and James Jameson, and all others, respecting Green or Adams Island, in the St. Lawrence, opposite Edwardsburg, and copies of the leases granted of Islands in the St. Lawrence during said year.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd April, 1879.

## RETURN

### (129)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;—For copies of all instructions given to Dr. F. X. Laterrière, of Chicoutimi, as to vaccinating the Indians of the County of Saguenay; of all reports and correspondence on the subject, and of accounts furnished by Dr. Laterrière, with a statement shewing the items of the accounts paid; the whole from 1st January, 1874, to date.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd April, 1879.

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

## RETURN

## (180)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879; -For a return of all Indians who have become enfranchised, in accordance with the forms provided by law within the past ten years, with their names, places of residence and designation of the bands and tribes to which they respectively belonged.

By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 22nd April, 1879.

## RETURN

### (131)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;—For a copy of a Memorandum of the circumstances that led to the conclusion of the convention between Great Britain and Russia, of February, 1825; also, a copy of the convention, if any, between Great Britain and the United States, of February, 1825, mentioned in Sessional Papers 1878, 125, pages 27 and 30; also, a copy of the most reliable Maps and Charts of the Territory of Alaska that existed in 1825, and that have been made since, including Russian, British and American Maps and and Charts; and also, any Reports that have been made to the Government respecting the Alaskan boundary that have not yet been published.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd April, 1879.

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

## RETURN

## (132)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all correspondence, reports of Engineers and their estimates of materials required, and cost of relaying the Stone Breakwater around Amet Island, in the Province of Nova Scotia; also, copies of all specifications and tenders for the works, and all papers and documents relating thereto.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 25th April, 1879.

## RETURN

## (133)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all correspondence, papers and plans in connection with a bridge placed across the River St. John, N.B., at Woodstock, County of Carleton, which interferes with the navigation; also, a bridge erected across same river at Andover, County of Victoria.

By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 25th April, 1879.

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

### (134)

To an ORDER of the HOUSE OF COMMONS, dated 17th March, 1879; -For a copy of all letters, telegrams, contracts, agreements, bills of sale and correspondence in any way connected with the chartering and purchase of the Schooner *Ella T. Mc Lean*.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 24th April, 1879.

# RETURN

### (135)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all papers and documents relating to the discharge of Antoine Deschamps, Light-keeper of St. Annes, in the County of Jacques Cartier, and to the appointment in his place of Antoine St. Denis, sen, and Joseph Pilon.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 24th April, 1879.

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

### (136)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all papers, Reports, corespondence and documents relating to the dismissal of George B. Simpson, and the appointment of William H. Sherwood, as Keeper of the main Lighthouse at Presqu'Isle Harbor, in the County of Northumberland, Ontario; also, statement of amount of salary and other allowances, such as use of land, firewood, &c., to the said Sherwood.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OFTAWA, 25th April, 1879.

# RETURN

# (137)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of the petition of the Pilots, presented to the Department of Marine, praying that the Pilots' Fund may be placed under the control of the Government, as it was formerly.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 24th April, 1879.

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

(138)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For copies of all correspondence relative to the erection of a light at the mouth of the Saugeen River for the protection of the fishing fleet and other craft that largely frequent the river in question.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 24th April, 1879.

# RETURN

### (139)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879:—For copies of all correspondence and documents relating to the resignation of Mr. Richard, Lighthouse-keeper at the Brandy Pots, and to the appointment of Mr. Richard's son in place of his father after the 15th September last.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 24th April, 1879.

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

### (140)

To an ORDER of the HOUSE OF COMMONS, dated the 2nd April, 1879; -For copies of all letters, instructions, tenders, plans, specifications, contracts and agreements relating to the building and selecting site of the Lighthouse erected during the past summer at Presqu'Isle Bay, in the East Riding of Northumberland, Ontario.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 5th May, 1879.

# RETURN

### (141)

To an ORDER of the HOUSE OF COMMONS, dated 21st April, 1879;--For copies of all papers and reports in relation to the appointment of Mr. Cox, Keeper of the Lighthouse at Cape Beale, and of all complaints against said Lighthouse-keeper.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 28th April, 1879.

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

### (142)

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879;—For copies of all contracts for provisioning the harbors in the River St. Lawrence; the names of parties tendering, and the sums specified in their contracts, from the 1st May, 1874, up to the 1st January last.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 29th April, 1879.

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

# MESSAGE.

LORNE.

(143.)

THE GOVERNOR GENERAL transmits to the House of Commons certain

papers having reference to advances to be made to the Province of

British Columbia for the construction of a Graving Dock.

GOVERNMENT HOUSE,

OTTAWA, 29th April, 1879.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 29th April, 1879.

The Committee have had under consideration the Report Jated 10th April, 1879, of the Honorable the Minister of Finance, relative to the construction of a Graving Dock at Esquimalt, B.C., and on his recommendation they advise that authority be asked of Parliament to vary the agreement set forth in the 12th section of the terms of union between the Dominion of Canada and the Province of British Columbia, and in the meantime that he be allowed to make advances to the Province to an extent not to exceed £50,000 sterling, as the work progresses, the same to be charged to an interim account to be called, "The Province of British Columbia Graving " Dock Account."

Certified.

(Signed) W. A. HIMSWORTH, Clerk, Privy Council.

To the Honorable

The Minister of Finance.

### Memorandum to Council.

The undersigned has the honor to report that he has received a letter from the Hon. A. DeCosmos, under date of the 25th March, 1879, on the subject of the expenditure for the construction of a graving dock at Esquimalt, by the Provincial Government of British Columbia. This letter is accompanied by a statement shewing the sum expended, and the liability incurred on this work to the 31st December last. amounting in all to \$208,998.32.

Also, the undersigned has to report that by Section 12 of the terms of union between the Dominion of Canada and the Province of British Columbia, it was agreed that "The Dominion Government shall guarantee the interest for ten years "from the date of the completion of the works, at the rate of five per centum per "annum, of such sum not exceeding £100,000 sterling, as may be required for the "construction of a first-class graving dock at Esquimalt."

The undersigned has further to report that, during the autumn of 1873, negotiations were entered into between the Dominion and Local Governments to vary the agreement set out as above, but that to the present no alteration has been made in the agreement, and no money has been paid by the Dominion Government in aid of the construction of the dock.

42 Victoria.

The undersigned recommends that authority be asked of Parliament to vary the agreement as set forth, and in the meantime that he be allowed to make advances to the Province to an extent not to exceed £59,000 sterling, as the work progresses, the same to be charged to an interim account to be called "The Province of British "Columbia Graving Dock Account."

(Signed)

S. L. TILLEY, Minister of Finance.

FINANCE DEPARTMENT, OTTAWA, 10th April, 1879.

 $\mathbf{2}$ 

# REPORT

### (144)

Of Survey of Coast in the vicinity of Capes Tormentine and Traverse on Prince Edward Island and Main Land, and a suggested railway connection between said Capes to Intercolonial and Prince Edward Island Railways, with a view to secure winter communication with the Island.

OTTAWA, 23rd April, 1879.

SIR,---I have the honor to report that I made a survey of the coast line of the Straits of Northumberland on the New Brunswick shore, extending about eight miles on each side of Cape Tormentine, and on the Prince Edward Island shore, about six miles on each side of Cape Traverse.

Soundings were taken frequently along the survey lines, extending from the shore to a depth exceeding 20 feet under low water spring tides.

The result of the soundings is shown on the accompanying plan by three contour lines, indicating low water spring tides, 10 feet under low water and 20 feet under low water.

The shortest distance to the 20 feet line in the neighborhood of Cape Tormentine was found to be about 3,000 feet.

As the coast is much exposed and affords little shelter, piers exceeding 3,000 feet in length would be required for the protection of shipping of the draft of the steamer "Northern Light"-18 feet.

The water on the Prince Edward Island is much bolder. In the vicinity of the Cape Traverse Wharf it is 1,500 feet to the 20 feet line. I obtained evidence at the Capes Tormentine and Jourimain, and at Pugwash on the main land, also at Cape Traverse and Victoria on the Island, of a number of persons, whose occupation has been for years to make the winter crossing, and whose experience was placed at my disposal.

Appended to this will be found the copy of the questions and answers given.

The evidence appears to show that the most reliable way of crossing to the Island during the severe part of the winter is by the ice boats, and that a steamer cannot be used during that period. That there is no part of the Straits where the ice opens at regular intervals, but that the movements of the ice are governed by the direction of the wind and tide.

That generally on either side of the Straits the moving ice will be pressing against and moving along the bordage ice, so that a steamer cannot approach to land passengers and mails; and that the best crossing for the ice-boats is between Jourimain Island on the main land and the bay between Cape Traverse and Carleton Head, on the Island. Also that a screw steamer, drawing about 10 feet of water, would be the most suitable for all seasons when the crossing is practicable, and that the ice boats would be enabled to commence crossing when the steamer is forced to stop.

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On the main land Cape Jourimain is the most suitable place for a wharf for vessels drawing 10 feet, and the distance to the 10 feet contour line is about 1,300 feet. It is also partially sheltered by shoals to the north-west and south east, and is close to the usual place of departure and arrival of the ice-boats.

On the Island the present wharf at Cape Traverse Cove is in the most sheltered position in that neighborhood; the distance from the shore to the 10 feet line is about 2,000 feet, and it is not far from the usual place of departure and a rival of the iceboats. I have therefore selected those points for the termini of the proposed railways, to connect with the Intercolonial on the one side, and with the Prince Edward Island Railway on the other. For the protection of the steamer and shipping it will be necessary to construct a wharf at Cape Jourimain about 2,100 feet long, estimated cost, \$147,148, which will give 700 feet of wharf with a depth of from 10 to 12 feet at low water spring tides; while at Cape Traverse, the present wharf should be lengthened 740 feet, and widened, making it 2,?00 feet long, estimated cost, \$94,904, This would give a length of 180 feet, with a depth of from 10 to 15 feet at low water.

It may hereatter be found neccessary to place breakwaters to the south of each of those wharves to stop the filling up of the harbors with sand. The Cape Traverse Harbor can be much improved by dredging.

The currents were traced and measured for several days, but at that time did not exceed a mile per hour Capt. Bayfield and others give the velocity at three miles; and the ice, with high wind, is said to pass at the rate of four miles per hour.

The preliminary railway lines surveyed on the main land were from Cape Jourimain to Aulac, by a line south of the emigrant road, 33 miles; from Cape Jourimain to Mahoneys, 11 miles; which reduced the distance obtainable on the first line to Aulac, 31 miles. Likewise from near Baie Verte to Sackville,  $13\frac{1}{2}$  miles, and from Baie Verte to Amherst, 17 miles. I also explored a line from Copp's Lake to Amherst via Goose Lake, and from Halls hill to Amherst, passing over a low part of Fort Lawrence Ridge.

A survey was made in 1875 of a line from Pugwash to Thompson, on the Intercolonial Railway, plans of which survey have been obtained.

I have also had a survey made of a line from Pugwash to River Philip Station, on the Intercolonial.

On the Island the lines surveyed were from Cape Traverse to County Line Station,  $11\frac{1}{2}$  miles, with two trial lines to Freetown Station,  $3\frac{1}{2}$  miles, and 4 miles in lengths. From Cape Traverse to Summerside,  $13\frac{1}{2}$  miles; from Sea Cow Head, in the direction of Summerside,  $3\frac{1}{2}$  miles, and a measurement of the County Line Road from Victoria and Crapaud to the County Line Station,  $11\frac{1}{2}$  miles.

Estimates have been made of the following lines :--

#### On the main land.

Cape Jourimain to Amherst via Tidnish, 34.07 miles, estimated cost	
Cape Jourimain and Amherst, via Goose Lake 32.10	• ••••
miles, estimated cost	285,772
Cape Jourimain and Aulac, 31.33 miles, estimated cost	
	154,183
Pugwash and River Philip Station, 18:50 miles, estimated	
cost	192,410

#### And on the Island.

Cape Traverse and County Line, 11.44 miles, estimated cost...... 102,151

The maximum gradients on the lines from Cape Jourimain and Cape Traverse is 66 feet per mile, and only in a few cases in this grade used, and the greatest curvature is 1,433 feet radius. The grade line is drawn low on the profile to keep down the cost, and they are in short lengths to suit the undulations of the country. The structures are of wood; there are a few trusses and Howe truss bridges supported on trestle-work.

#### CAPE JOURIMAIN AND AMHERST LINE VIA TIDNISH.

This line is common to all the lines from Cape Jourimain up to Port Elgin.

On leaving Cap Jourimain it passes over the islands of that name, and the intervening marshes. At about 2½ miles it commences to ascend over high ground which extends in an easterly direction all through this country; the summit, 155 feet above the sea, is reached near the sixth mile. The work on this part is rather heavy and the grades steep.

To cross a valley of considerable depth the line is bent to the south, and then follows a very direct course, descending gradually by undulating grades to Port Elgin 15<sup>1</sup>/<sub>2</sub> miles, crossing the Emigrant Road at Allen's Brook.

The work on this portion of the road is very light.

Timber River is crossed near the 14th mile, and will require a truss bridge of 30 feet opening.

It is proposed to cross the Gasperaux River at Port Elgin with a trestle bridge having one Howe truss bridge with an opening of 50 feet.

Between Port Elgin and Baie Verte the line passes over undulating ground and diked marsh, crossing Baie Verte Creek at  $17\frac{1}{2}$  miles, requiring a truss bridge of 30 feet opening, supported on piles.

On leaving Baie Verte the line is deflected to the south to avoid the Mount Uniacke Ridge. It passes within a mile of Davidson's Corner, Tednish River. It does not appear advisable to bring the line any nearer to Tednish River as it is already very long, and the benefit to the people without a branch to the mouth of the river would be very slight. About the 20th mile the work is moderately heavy, as the ground is cut up by streams flowing from Mount Uniacke.

On passing the south end of the ridge at the 21st mile the line turns to the southwest following a very direct course to McLennan's mills, on the La Planshe River, 28 miles. The work is moderately light up to the 25th mile, and very light for the remainder of the distance.

The La Planche River is crossed with a truss bridge of 30 feet span.

From this point to Purdy's Creek, 30<sup>1</sup>/<sub>2</sub> miles, the work is light except the crossing of Beaver Creek, which requires a short embankment 17 feet high.

Purdy's Creek will require a truss bridge 30 feet span supported on piles.

The remainder of the line to the town of Amherst is on the Amherst marsh near the southern margin. The work on this part of the line is light. There are some places where the bottom is soft for a few feet and an allowance has been made in the embankment to cover the settlement.

This line was surveyed with a view to accommodate the largest number of settlers and the mills on the Tednish and La Planche Rivers. The accompanying estimate shows the quantity of work required of each class, and the number of stations and sidings proposed. The cost per mile is \$8,530, and the total cost for railway and wharf \$437,783.

#### CAPE JOURIMAIN AND AMHERST LINE VIA. GOOSE LAKE.

The profile of this line is projected from an exploration made of the country from the plans of the Baie Verte Canal survey—not from an instrumental survey of the line. It is believed, however, that it shews very nearly the amount of work necessary to construct the line. It is intended to leave the line vid Tidnish at the west side of the Gaspereau River, and there to follow a line as near an air line to Amherst as the nature of the ground will permit. The proposed line exceeds the air line in length a quarter of a mile. On leaving Port Elgin the line takes a south-westerly course to the north-westerly flank of Mount Uniacke, it is then deflected to the south of the east end of Goose Lake, thence in nearly a direct course to Amherst, crossing the marshes at the narrowest places to the easterly end of Fort Lawrence Ridge, and the Amherst Marsh from Fort Point, where the ground is solid. The work will generally be light except the crossing of the soft marshes, where an allowance has been made in the estimate for forming the embankments from the bottom of the mud, or from 10 to 12 feet high, with timber culverts on piles. The bridge crossing the fresh-water canal should be a Howe truss 50 feet span, supported on piles.

The estimate shews the probable quantity of work required of each class, and the number of stations and sidings.

The estimated cost is \$8,902 per mile, and the total cost for railway and wharf, \$432,920.

#### CAPE JOURIMAIN AND AULAC LINE.

This line is the same to Port Elgin as those above described. The estimate for the portion between Port Elgin and Aulac is made from the preliminary profile, as the projected line will depart from it in only a few places which are noted.

On leaving Port Elgin the line passes a quarter of a mile to the north of Baie Verte, and then ascends to the water-shed between Baie Verte and the Bay of Funday, 96 feet above the sea. It then descends in a south-westerly direction to the south flauk of Hall's Hill, and thence by a very direct line to Aulac Station, keeping to the south side of Aulac River. The work on the first four miles from Port Elgin is moderately light, on the next five miles it is rather heavier, with some gullies 20 to 25 feet deep to be crossed. The rest of the line to Aulac Station is light.

This is the shortest line from Cape Jourimain to the Intercolonial Railway, but it has the disadvantage of terminating in the Aulac marsh, where there is no town or market for produce.

The estimate shews the quantity of work required and the number of the stations and sidings. The estimated cost \$3,961 per mile, and the total cost for railway and wharf, \$427,924.

#### PUGWASH AND THOMPSON LINE

This line on leaving the Intercolonial Railway at Thompson Station, which is one hundred feet above sea level, ascends rapidly in an easterly direction, and passes over a ridge the lowest point in which is 200 feet above the sea level. It then curves sharply to the north-east, and then to the east, descending into the Valley of Pugwash River, which it follows to Lockhart's, about 4 miles. From this point the line strikes across the country in an easterly direction, touching the west side of Pugwash River at the tenth mile. It then crosses a point of land and reaches Vanbuskirk's Croek at the twelfth mile. Thence bending sharply to the north it follows round the north margin of the flatts, and reaches Pugwash Harbour on the west side at 15<sup>1</sup>/<sub>4</sub> miles.

The gradients on this line are heavy, one of them being 74 feet in a mile, but it can probably be reduced to 66 feet to the mile. Some of the curves are sharp, one of them 1,150 feet radius.

The work on the first two miles is heavy; there is a large cutting at the summit of the ridge. The following three miles are moderately light, except at the crossings of some ravines. The work in the neighborhood of Patton's Brook is heavy.

From this point to the seventh mile, the work is light, and thence to the tenth mile moderately heavy. The rest of the work to Pugwash Harbour is moderately light, except the crossing of Vanbuskerk's Creek, and another stream at the fourteenth mile.

This is the shortest line of railway from the Intercolonial to the Straits of Northumberland, and by this route the quickest communication during the season of navigation is obtained between Hulifax and Charlottetown, and between St. John and the west and Charlottetown. The estimate shows the quantity of work required and the cost per mile \$9,947, the total cost for the railway, and a wharf at Pugwash, \$161,183.

#### PUGWASH AND RIVER PHILIPS STATION-RAILWAY.

This line is projected to leave the Intercolonial Railway at River Philip Station, which is 162 feet above sea level, and descends to near sea level at Oxford, in about four miles. In doing so a second summit has to be overcome with an elevation of 153 feet.

The alignment of this portion is not good and the gradients are steep. It is believed that a better line can be got to Oxford by leaving the Intercolonial at a point near the bridge crossing River Philip and following the bank of the river on either side as may be found most convenient to Oxford.

The projected line having crossed the River Philip at Oxford, is sull kept in the valley of the river by high ground to the south, known as Patton's Hill. It leaves the valley at McCormack's Brook, near Port Philip, and proceeds in a very direct course to the west side of Pugwash Harbour.

Should it ultimately be found expedient to extend the line to Wallace, it would be necessary to construct an expensive bridge and draw across Pugwash River, in the neighborhood of the town of Pugwash.

An alternative line might be selected from Oxford to Wallace, passing to the south of Patton's Hill, crossing Pugwash River near the head of the tide, thence to Wallace, with a short branch line to Pugwash.

The work on the projected line is generally heavy, with about five miles of light work. The line crosses several deep ravines, requiring a considerable amount of high trestle-work, which is objectionable.

It is probable that the line suggested, to the south of Patton's Hill, would be more favorable.

The estimate shows the probable amount required and the cost per mile 10,400. The total cost for the railway and wharf at Pugwash, 199,410.

#### CAPE TRAVERSE AND COUNTY LINE RAILWAY.

This line is intended to connect the wharf at Cape Traverse with the Prince Edward Island Railway at county line station.

Soon after leaving the wharf the line is carried in a northerly direction to overcome a high ridge which runs parallel with the coast for many miles. The lowest point on this ridge, in the neighborhood of the line, is 148 feet above sea level, and through this deflection the line is projected.

It then takes a north-easterly course to avoid high ground in the vicinity of the sixth mile, and to get a favorable crossing of Wright's Brook. A high ridge to the eastward forces the line to the north-west for a short distance; it then follows a very direct course to county line station.

The work on this line is light, except in the valley of Wright's Brook, and again at Dunk River. Three bridges are required; two trusses, 30 feet opening, supported on trestle-work, and one Howe Truss at Dunk River, with an opening of 50 feet. The rest of the structures are small.

The estimate shows the quantity of work required for each class, and the number of stations and sidings proposed.

The cost per mile is \$8,9-9, and the total cost for railway and wharf at Cape Traverse, \$197,055.

This is the shortest and most economical route to connect the wharf at Cape Traverse with the Prince Edward Island Railway. All the other lines would be considerably more expensive.

I append a table showing the distances by various routes from Halifax to Charlottetown and from St. John to Charlottetown, with the distances by rail and water, and the estimated time occupied in making the journeys.

# 42 Victoria.

To Charlottetown : Pictou Georgetown Charlottetown : Pictou Charlottetown : Themson Wallace Charlottetown	113 163 19	Miles.	Miles.	H. M. 5 10 3 45 3 00 11 55 5 10 4 30 9 40
Pictou	46 159 113 113 113 103 19	43 <b>‡</b>	43 46 202 113 50 163	5 10 3 45 3 00 11 55 5 10 4 30
Pictou Charlottetown Charlottetown :	113 113 113 103 19	50	113 50 163	5 10 4 30
Thomson	19			
	<u> </u>	37	103 19 37 159	4 18 0 52 3 25 8 35
Charlottetown : Thomson Pugwash Charlottetown	103 15 <sup>1</sup> / <sub>2</sub>	42 <del>3</del> 42 <del>3</del>	103     15     42     42     161     1	4 18 0 42 3 45 
Charlottetown : Pugwash Victoria Charlottetown	118 <del>1</del> 43 <del>3</del>	27	1181 27 431	5 00 2 25 2 45 10 14
Charlottetown :— Amherst Cape Jourmain Cape Traverso Charlottetown	13 <b>8</b> 32	9 <del>1</del>	138 32 91 43 2221	5 40 1 30 0 47 2 48 10 4
		40	108 40 49 197	5 00 3 30 2 30 11 00
Cape Traverse			138 32 9 <sup>1</sup> / <sub>2</sub> 43	60 13 04 24
	Thomson	Thomson       103         Pugwash       15½         Charlottetown       118½         Charlottetown :       118½         Pugwash       118½         Victoria       43¾         Charlottetown :       43¾         Amherst       138         Cape Jourmain       32         Charlottetown :       138         Cape Traverso       43         Charlottetown :       108         Summerside       108         Charlottetown :       108         Summerside       49         Charlottetown :       138         Summerside       49         Charlottetown :       138         Cape Jourmain       32         Charlottetown :       138         Amherst	Charlottetown :       103         Thomson       15½         Oharlottetown       15½         Charlottetown       42¼         118½       42¼         118½       42¼         Charlottetown       118½         Victoria       27         Charlottetown :       118½         Pugwash       118½         Victoria       27         Charlottetown :       43¾         Amherst       32         Cape Jourmain       32         Charlottetown :       138         Charlottetown :       108         Summerside       108         Charlottetown :       108         Summerside       40         Charlottetown :       138         Summerside       157       40         Charlottetown :       138       22         Amherst       32       9½         Charlottetown :       138       32         Charlottetown :       138       32         Oharlottetown :       138       32         Amherst       32       9½         Charlottetown	$\begin{array}{c c c c c c c c c c c c c c c c c c c $

# TABLE of Distances and Time from Halifax to Charlottetown, and St. John to Charlottetown.

Stat	ions.	Railway.	Water.	Total.	Time.
From	То		Miles.	Miles.	
St. John : — St. John	Charlottetown :— Thomson Pugwash Victoria Charlottetown		27 27 27		H. M. 7 54 0 42 2 25 2 49 13 50
St. John :	Charlottetown : Thomson Pugwash Charlottetown	173 15½ 188½		173 15 <u>1</u> 42 <u>4</u> 231 <u>1</u>	7 54 0 42 3 45 12 21
St. John : St. John Pugwash Wallace	Charlottetown : Pugwash Wallace Cherlottetown	173 19  192	37 37 37	173 19 37 229	7 54 0 52 3 25 12 11

TABLE of Distances	and	Time	from	Halifax	to Charlottetown,	and	St.	John to
Charlottetown.—Concluded.								

From the above table it appears that the shortest distances and the least time taken by the journeys are from Halifax to Charlottetown via Wallace or Pugwash, and from St. John to Charlottetown via Shediac or Cape Traverse.

But the route which accommodates the towns of Halifax and St John most equally is by rail to Wallace or Pugwash, and steamer to Charlottetown.

Should the route via Cape Traverse be selected, an hour more time would be taken in making a journey from St. John to Charlottetown, and thence to Halifax, than by the Pugwash or Wallace route; but the connections by the Cape Traverse route would be the most reliable on account of the short journey by sea— $9\frac{1}{2}$  miles. According to the usual summer arrangements, there is a loss of three hours in the journey from St. John to Charlottetown, and of twelve hours in the journey from Quebec and the west to Charlottetown; this delay would be saved and the mails delivered in Charlottetown twelve hours sooner than usual by the construction of the route via Cape Traverse.

This route is also the only one suitable for the winter crossing by ice-boats to Prince Edward Island. The most suitable route for the steamer "Northern Light" would seem to be between Pictou and Georgetown, and possibly the route which claims a second place is between Pugwash and Victoria, near Crapaux.

A railway from Victoria to County Line Station, on Prince Edward Island, would be about twelve miles long, but it would be somewhat expensive to construct, as the country along the route is hilly.

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

> HENRY A. F. MACLEOD, C.E.

F. BRAUN, Esq.,

Secretary, Department Public Works.

#### QUESTIONS TO BE ASKED IN REFERENCE TO THE WINTER CROSSING BETWEEN CAPE TRAVERSE AND CAPE TORMENTINE.

1. Where do you live?

2. How long have you lived there?

3. Have you had any experience in the winter crossing at the Capes, and how much?

4. State the point on the Prince Edward Island side of the Strait which, in your opinion, is most suitable for the winter crossing ?

5. Give your reasons for this opinion?

6. Which place on the main land is most suitable, in your opinion, for the winter crossing?

7. Give your reason for this opinion?

8. How far outside of Cape Traverse and Carlton Point does the board-ice form?

9. When, as a rule, does this ice first form, and when does it break up.

10. How far outside of Cape Jourimain and Cupe Tormentine does the board-ice form?

11. When, as a rule, does this ice first form, and when does it break up?

12. In your opinion, what draft of steamer would be most suitable for both winter and summer service?

13. Would a berth cut in the board-ice on either side of the straits be of any use to the stermer; can those berths be readily cut; would steamer be as safe at Capes as off Georgetown?

14. What is the effect of high winds on moving ice against the tides?

15. What is the ultimate direction in which the ice is carried; what is the usual direction of the wind in winter?

16. With westerly winds, where would steamer land with most safety, and where with easterly, on each side of the straits?

17. Can any steamer cross straits in hard cold weather; if not, at what dates would she usually commence, and be forced to stop?

18. Could ice-boat service commence immediately on stopping of steamer?

19. Would steamer cross with greater safety at any point between Cape Traverse and Crapeau, on P.E.I., and Cape Tormentine and Pugwash, on the main land, than between the Capes ?

20. At what places does ice shove with greatest violence on P.E.I. side ?

21. At what places does ice shove with greatest violence on N.B. side?

22. What is the usual thickness of ice in straits?

23. Have you known it ever to ground in mid-channel?

24. What is the best state of ice for ice-boat crossing; what is greatest obstruction; is much open water an obstruction?

25. Where is ice most likely to separate, and leave open water where a steamer could cross from side to side; do you know of any place where this occurs at regular intervals?

26. Can the present ice-boat service be improved in any way; if so, state how; would high towers on each side be serviceable, with lights and signal-balls; are boat-houses with stoves required; would two small tugs, one [on each side, be useful?

27. Is there any difficulty in landing passengers on the board-ice.

28. Where is the best anchorage on both sides—is there good holding ground?

29. Would a wharf on either shore be used during the winter crossing?

30. What is the usual cost per trip; how much time does a crossing take?

31. What is the fare charged for each passenger?

32. When and where on P.E I. were the first cables laid ?

33. What were the causes of failure ?

34. When and where was the present cable laid on P.E.I.?

35. How has it succeeded?

36. When and where, on main land, were the first cables laid?

37. What were the causes of failure?

38. When and where was the present cable laid on main land?

: 0. How has it succeeded?

40. Have you ever crossed on the steamer "Northern Light?"

41. Describe the passages made?

#### ANSWERS TO QUESTIONS ASKED IN REFERENCE TO THE WINTER CROSSING BETWEEN CAPE. TRAVERSE AND CAPE TORMENTINE.

. . . .

CAPE TORMENTINE, 10th October, 1878.

THOMAS ALLEN-

1. Lives on Jourimain Islands.

2. Has lived there all his life; is now 56 years old.

3. Has had experience in the winter crossing all his lifetime; was contractor for the English mails at one time, and has crossed as a hand in the ice-boats; for the last twenty years has been employed in aiding the ice-boats, driving mails to and from boats, and taking charge of the mails.

4. Between Amherst Head and Cape Traverse.

5. Level board-ice out to the water; good driving for horses, and generally good landing place; it is also the nearest point to the land opposite.

6. On Jourimain Island, at Money Point, or between the lighthouse and Cape Jourimain.

7. Because further south they strike the Bay Verte tide, which carries boats ont into the straits—and generally bad in; the distance is also greater to the south. To the north the landing is better, but the distance is least from opposite shore. All other places have been tried with boats, but have been abandoned in favor of this plan, which has been preferred for the last fifty years.

8. From a quarter to half a mile.

9. Board-ice forms from 10th to 20th December; westerly winds prevail, and cause lolly to ground on the flats, and ice forms outwards; it breaks up from the 15th to the 30th April, later if the season is backward; the board-ice seldom leaves during this interval.

10. Off Cape Jourimain, about a mile, sometimes more if the winter is severe; off Cape Tormentine about a mile and a half.

11. Board-ice forms from the 20th to the 31st December; if the season is mild it will not form so early; the drift-ice grounds upon the reef which lies  $1\frac{1}{2}$  miles off Cape Jourimain to the north, and on the reef off the lighthouse, the intervening space is then frozen over; the ice on this span generally thaws out from the 1st to the 15th April, and with a strong west or south-west wind, with spring tides, the ice on the reefs is carried away, and all is clear.

12. A screw steamer drawing from 8 to 10 feet.

13. A berth cut in the ice would accommodate the steamer well, and could be kept open; parts of the board ice are only from 12 to 18 inches thick, and there berths can be readily made; has not been in the ice off Georgetown.

14. High winds will check the movement of the ice against the tide; if wind continues high from one direction, the ice will move in same course, uninterruptedly, till the wind moderates.

15. To the south-east; vessels have been carried by the ice to the south-east; the prevailing winds are west and north-west.

16. With ice in the straits the steamer could not make the board ice, with wind blowing toward the board ice; the board ice forms in a line between points, and affords no shelter.

17. No steamer can cross straits in hard cold weather; she might commence about the middle of March, from board ice to board ice; she will probably have tostop running about the end of December. 18. They could commence immediately.

19. There is no place where steamer can cross with greater safety than between the capes; the distance is so much less, and less drift ice.

20. On Carleton Head, and to a less extent off Amherst Head.

21. On the reef  $1\frac{1}{2}$  miles off Cape Jourimain, and on the reef off the lighthouse, the ice piles to a great height; with east south-east wind the heavy ice comes in behind the Tormentine reefs, and grounds near the shore off Cape Tormentine.

22. From two to twenty feet.

23. Have never seen it ground in mid channel.

24. When the ice first forms and there is a little snow and hard frosty weather; with lanes of water; lolly ice is the greatest obstruction; it forms from two to four feet deep; much open water with wind is an obstruction, and cannot be crossed with ice boats.

25. Don't know of any place where ice opens with any regularity.

26. Yes; by building an assortment of boats for different crossings, for heavy snow, rough ice, lolly and thin ice; towers lights and signal balls would be of great service; nothing more needed than boat houses with stoves; two small tugs, one on each side, would be of use at the edge of the board ice, in berths; daily communication could then be kept up.

27. No difficulty in landing passengers on ice.

28. Best anchorage off Cape Traverse Cove; good holding ground; on N.B. side the holding ground is good, but vessels must run for shelter five miles.

:9. It would not.

30. The round trip would cost from 20 to 40 dollars; time of crossing from 3 to 5 hours.

31. Two dollars per passenger.

32. Near Amherst Head.

33. Ice on reef breaking it.

34. Near Multart's house.

35. No difficulty.

36. On Money Point and Moth's Point.

37. Ice on reef breaking it.

38. South of Moth's Point.

39. It has been broken since.

#### THOMAS ALLEN.

BAYFIELD, 11th Cctober, 1878.

I. SMITH MCGLASHURG and DAVID MILLS.

1. Lives at Bayfield, Cape Tormentine.

2. Has always lived here. David Williams, 9 years.

3. Has had experience in the winter crossing. Has crossed for fifteen years and eight years.

4. Between Carleton Point and Amherst Head. Puts up at Newsomes, between those points.

5. It is the best landing, and the best place to start from in returning, and the ice is smooth. It suits the run of the tides better, and more chance of finding open water there.

6. Off "Tom" Allen's, Jourimain Island.

7. It is the nearest land. The ice is rough on the reets; but smooth inside. It is better than Rocky Cape, or up towards Peacocks Cove

8. At Cape Traverse, from one-quarter to one-half of a mile, and at Carleton Point about one-eighth of a mile.

9. About the 1st of January it forms, and leaves about the 1st of April.

10. Off Cape Jourimain from one-half mile to a mile, and off Cape Tormentine from none at all to the one-eighth of a mile. 11. Forms from the 1st to the 15th January. Leaves about the 1st of April. 12. For winter crossing, 9 feet; for summer, 7 feet.

13. A berth cut in the board would be utterly useless, because large fields of ice sometimes fasten themselves on to the board ice, and remain there for weeks, sometimes taking part of the board ice with them. There is generally a thick rim on the board-ice, so that berths cannot be readily cut. Steamer would not be as safe off Capes as off Georgetown; but she would be as safe as off Pictou.

14. The high wind will stop the ice. A high north west wind will drive ice against the current; but a high south-east can only check it, and makes open water.

15. To the south-east prevailing winter wind is north-west, in summer southwest.

16. The ice would be packed hard on the board ice, and steamer could not land at all.

17. No steamer can cross then; she might commence in the middle of March; she would have to stop about "New Year's."

18. Could commence then well.

19. There is no place better to the east of Cape Traverse; off Cape Tormentine there would be more open water; off Pugwash it is very shoal, and the distance is very great.

20. Off Carleton Point.

21. About a mile off Cape Jourimain on the reefs.

22. Field ice from 2 to 3 feet. Hummocks 20 to 30 feet.

23. No.

24. Field ice without snow, with lanes of water. Lolly is the greatest obstruction. Too much open water with high wind.s

25. There is no such place.

26. It can be much improved. Larger boats should be built, holding six men; she would cross rougher water; would haul better on the ice. A partner to contract should be on the N. B. side. High towers with light and signal ball would be very useful. Boat houses with stoves are much wanted. The small tugs could not be kept safe.

27. The landing must be made very quickly sometimes.
28. From Amherst Head to Cape Traverse, and between the light-house and Rocky Cape, the holding ground is good.

29. No.

30. From 18 to 20 dollars. Average crossing about  $1\frac{1}{2}$  hours.

31. \$2.

32. Carleton Head.

33. Broken by the ice on the reef.

34. Off Muttart's house, about 4 years ago.

35. Doing well.

36. Below "Tom" Alten's and Moth's Point.

37. Broken by ice on reefs.

38. Below Moth's Point, about 4 years ago.

39. Has been broken once by the ice on the reefs.

40. David Williams was in boat; man on board "Northern Light" during whole of first season that she ran.

41. Passages from one day to a week. Have seen her badly crushed by the ice; her sides forced in.

### I. SMITH McGLASHURG. DAVID WILLIAMS.

11

PUGWASH, 1st November, 1878,

Q. What is your name? - James Seaman.

Q. Where do you live? - At Scaman's Point, Pugwash.
Q. How long have you lived there? - Fifty-five years.
Q. What is your business? - A pilot and farmer. Have been a pilot for sixty years.

Q. Have you had experience in crossing to Prince Edward Island in winter ?--Have never crossed in winter.

Q. What is the best place for crossing with ice boats on the ice ?-Between Capes Tormentine and Traverse.

Q. What is your reason for this opinion ?-It is the narrowest crossing and best for winter and summer.

Q. How far off Seaman's Point does the board-ice form ?-From half a mile to a mile.

Q. Is the water deep at the edge of the board-ice ?—At half a mile out there is three fathoms at low tide.

Q. When as a rule does this ice form and when does it break up ?--It forms from Christmas to New Year, and breaks up early in April.

Q. What draft of steamer would be the most suitable for both winter and summer?-From 9 to 10 feet; should be very strong. On the bar there are 12 feet of water at low spring-tide, Pugwash Harbor.

Q. Would a berth cut in ice be of any use to steamer—can a berth be readily eut?-Berth would be liable to be filled up with field-ice, which cements on to the board-ice. Board ice is two feet thick.

Q. Would the ice come up with the tide against a prevailing wind ?-It could not.

 $\tilde{Q}$ . What is the ultimate direction in which the ice is carried and what is the usual direction of the wind in winter?-Towards the east. The prevailing winter wind is north and north-west.

Q. With wind on the board-ice could a steamer approach to land passengers ?-Could land here better than at Pictou, for the ice would not be heavy here.

Q. Can any steamer cross in hard cold weather, if not, at what dates would she usually commence and be forced to stop ?- No; she could not cross, it would not be safe; she might run till the 15th December and commence about 10th April.

Q. Could ice-boats be used between Pugwash and Crapand ?-No, the distance is too great for safety.

Q. Where does the ice pile with greatest violence?—On the reef to the northeast of the lighthouse; piles high all the way to shore.

Q. Where is the ice most likely to separate and leave open water where steamer could cross from side to side ?-Do not know of any such place; it is all owing to the winds, and moves in a body.

Q. Where is the best anchorage at Pugwash  $^{2}$ -Small vessels can anchor well in any part of the channel; large vessels abreast of the light-house.

Q. Would a wharf be of any use in winter ?-It would be of no use whatever. Outside it would be covered with ice.

Q. What do you consider the best way of crossing the straits in the winter ?--By ice-boats between Capes Traverse and Tormentine.

> JAMES SEAMAN. No. 1 Pilot.

PUGWASH, 1st November, 1878.

Q. What is your name ?—Angus Beaton.

Q. Where do you live ?-At Pugwash.

Q. How long have you lived there ?- About 49 years,

Q. What is your occupation ?- Have been at sea 32 years, and have been a pilot for 4 years.

Q. Have you had experience in crossing to Prince Edward Island in winter ?-Have never crossed in winter.

Q. What do you consider the best place for crossing with ice-boats on the ice?-Between Capes Tormentine and Traverse.

Q. What is your reason for this opinion ?-Because it is the narrowest crossing. Q. How far off Scaman's Point does the board-ice form ?-From half a mile to three-quarters of a mile.

Q. Is the water deep at the edge of the board-ice ?-About five fathoms.

Q. When, as a rule, does this ice form, and when does it break up?-Forms about middle of December, breaks up about the middle of April.

Q. What draft of steamer would be most suitable for winter and summer ?-For winter, about 17 feet, and for summer, 12 feet to 8 feet.

Q. Would a berth cut in ice be of any use to steamer; can a berth be readily cut?-Yes, it would; she could cut the berth herself. Floating fields of ice do not remain long attached to the board.ice. A change of wind carries it away. Boardice is seldom over a foot thick.

Q. Would the ice come up with the tide against a prevailing wind? It could not. What is the ultimate direction in which the ice is carried ?-Towards the east. The current setting to the east is stronger than that to the west.

Q. What is the usual direction of the wind in winter ?- The prevailing wind is about north-west.

Q. With wind on the board-ice, could a steamer approach to land passengers ?---That would depend on the quantity of ice in the straits. The position of the ice is affected entirely by the winds. With prevailing westerly winds the water is clear or ice off Bay Verte, or between Cape Tormentine and Pugwash; between the capes there is almost always ice.

Q. Can any steamer cross in hard cold weather; if not, at what date would she usually commence and be forced to stop ?- Depends upon the season; sometimes she could, and sometimes would have to stop. She might commence to run about the 20th of April, and she might have to stop about the beginning (f February; she could, in my opinion, do better here than between Pictou and Georgetown.

Q. Could ice-boats be used between Pugwash and Crapand ?--- No; the distance is too great.

Q. Where does the ice pile most ?-On reef to north-east of lighthouse.

Q. Where is the best anchorage ?-Half a mile inside of point light bearing north-east.

Q. Would a wharf be of any use in winter ?-No, of no use.

Q. What do you consider would be the best way of crossing the straits in the winter ?---By ice-boats at the capes to make sure and regular work.

ANGUS BEATON.

PUGWASH, 1st November, 1878.

Q. What is your name ?-Jesse C. Black.

Q. Where do you live ?--Lives at Pugwash.

Q. How long have you lived there ?—14 years.

Q. What is your occupation ?—A farmer; farm stands high, a good view across the Straits to the island.

Q. Have you had experience in crossing to P.E.I. on the ice?-Yes, have crossed about six times; used to live on the Island.

Q. What is the best place for crossing with ice boats on the ice ?-Between the Capes Traverse and Tormentine.

Q. What is your reason for this opinion ?-The ice is best and strongest there, and the distance is shortest; at full tide there seems to be no current, speaking from experience.

Q. How far off Seaman's Point does the board ice form ?—About a quarter of a mile.

Q. When, as a rule, does this ice form, and when does it break up?--From about 1st January, and leaves about 1st April.

What draft of steamer would be most suitable for summer and winter ?---Vessel drawing 10 feet.

Q. Would a berth cut in ice be of any use to steamer ?—Would answer well; steamer could keep it cpen, if she came in frequently.

Q. Can a berth be readily cut?--Fields of ice from outside would not remain long against the board-ice.

Q. Would the ice come up against a prevailing wind with the tide?—No, it would not move against the wind.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter ?--Can not say what is the ultimate direction. Prevailing wind north-west in winter.

Q. With wind on the board ice could steamer approach to land passengers ?--She could at Pugwash; can not say she could on the Island side.

Q. Can any steamer cross in hard cold weather ?--She could work about Pugwash, but can not say that she could cross to the Island.

Q. Could ice boat be used between the Pugwash and Crapand ?--No, there is too much open water.

Q. Where does the ice pile with greatest violence ?—There is a small pile on the reef north-east of lighthouse.

Q. Where is the ice most likely to separate, and leave open, where stream could cross from side to side ?--Do not know any place where this happens with regularity.

Q. Would a wharf be of any use in winter ?---No.

Q. What do you consider the best way of crossing the Straits in winter ?--By ice-boats at the Capes and improving the service as much as possible.

(Signed) JESSE C. BLACK.

PUGWASH, 1st November, 1878.

John J. Seaman having read over the answers given by his father, James Seaman, agrees with him, except on the following points, viz:—

1st. The draft for a winter steamer should be from 12 to 14 feet.

2nd. The water on bar, Pugwash Harbor, is 14 feet at low spring tides.

3rd. The board ice is one foot thick outside harbor.

4th. Steamer might run till the middle of January and commence again about the middle of February.

Has been thirty years a branch pilot.

(Signed) JOHN SEAMAN,

Pilot No. 2.

CAPE TRAVERSE, 11th November, 1878.

ARTHUR IRVING AND LEWIS MUTTART :---

1. Both live at Cape Traverse.

2. Arthur Irving since he was five years old; Lewis Muttart was born here and has lived here ever since.

3. Both have had long experience,—A. Irving, 39 years, and L. Muttart has had charge of a boat for 25 years, but has been familiar with the crossing for 40 years.

4. Between Amherst point and Cape Traverse.

5. Because the ice remains longer here. Because the prevaiing wind being north-west, it is more convenient to land there. The ice is smoother here for driving horses, up to the edge of the board ice. It comes in lolly, and forms more smoothly than to the west of Carleton. The distance is shortest to the main land.

6. Between Cape Jourimain and the light-house on Jourimain Island. Indeed this is the only practical landing place.

7. The board ice makes further off, and is nearest to the island or more directly opposite.

8. To the east of the Island there is a great deal of lolly, and the board ice does not make till February. It then makes very rough, so that horses cannot be driven over it. We never land there, except when we cannot help it. To the west of the Island it is somewhat better, but the distance is increased. To the east of the Islan i there are many eddies, and the Baie Verte tide is liable to carry boats out into the straits about a quarter mile.

9. It forms about the middle of December, and breaks up about the middle of April.

10. About a mile off Cape Jourimain, and of Cape Tormentine about a mile and a half.

11. Forms off Cape Jourimain about the middle of December, and off Cape Tormentine about the first of February. Breaks up off Jourimain about the middle of April, and off Tormentine about the 1st of April.

12. A screw steamer drawing from 8 to 10 feet.

13. Yes a berth would be useful. There would be some difficulty in cutting the berths, especially on the main land side, as the ice is heavy along the edge. There would be no danger of the berth becoming blocked up with lolly or drift ice for any length of time. The easiest place on the main land to make a berth would be off Cape Jourimain. The steamer would be just as safe as off Georgetown. The depth of water at the edge of the board-ice would be about six fathoms on the island side, and three fathoms on the main land.

14. High wind will hold the ice against the tide, and make it nearly stationary. Heavy north-west gales will keep it running to the south-east till they moderate.

15. Towards the south-east. North-west is the prevailing wind, and sometimes west. There is generally a good deal of wind in winter.

16. If wind was blowing directly on the board-ice, the steamer would have no chance of landing with drift-ice in the straits.

17. She could not run in ordinary winters. She might commence to run in the middle of March, and would have to stop about the middle of January.

18. Yes, could commence at once.

19. There is no place in the straits that a steamer could do better than between the Capes. With a north-easterly wind the northern ice would be crowded in upon Pugwash.

20. To the northward off Carleton Point.

21. On the reef off the light-house.

22. From 1 foot to 20 feet.

23. Never.

24. Field ice without snow. Lolly is the greatest obstruction; open water with heavy wind is an obstruction.

2. Don't know of any such place.

2). Yes it can be improved. Trips should not be made with less than two boats in company. An assoriment of boats should be supplied for different kinds of ice. High towers with lights, signal balls, and fog horns, would be very useful. Boathouse, with stoves and attendants, are much wanted, and would save many a trip. Five tugs would be very useful and would make the crossing almost a certainty daily.

27. No. It requires a good deal of care and quickness.

28. In Cape Traverse Cove. The holding is very good. To the east of Moth s Point, Cape Tormentine, the holding is good.

29. No it could not be used.

30. The cost per trip is about \$18. The average crossing is about five hours. Sometimes cross in  $2\frac{1}{2}$  hours, and sometimes 15 hours.

31. \$2. Many people are crossed free.

32. Between Carleton and Amherst. In November, 1852—and from Traverse Cove in 1856.

33. The ice piled up and broke the first cable. The second was too close to Cape **Traverse**, and was broken by the ice.

34. Near Lewis Muttart's house, in 1874.

35. Has succeeded very well-nothing has happened to it.

36. Off Money Point, Jourimain Island, November 1852. At Allan's house, Jourimain Island, in 1856. And at Moth's Point, Cape Tormentine, about 1868.

37. All were broken by the ice.

38. East of Moth's Point in April, 1877.

39. Has succeeded well.

40. Arthur Irving made one trip to Pictou and back from Georgetown.

41. Crossing was made early in January. Left Georgetown about 6 a.m., arrived at Pictou about 2 p.m.; left Pictou about 3 p.m., arrived at Georgetown about 10 a.m., following. Had not much difficulty in crossing, the ice was thin and soft. Returning met some heavy ice, and had to lie till morning—she steamed through five inches of lolly. She can just make headway through four inches of ice. 'I'wo days before this trip was made, she tried to cross through gulf ice 8 to 10 inches thick, such as there is usually between Cape Traverse and Tormentine, but she could make nothing of it, and had to return to Georgetown.

> (Signed) ARTHUR IRVING. " LEWIS MUTTART.

CAPE TRAVERSE, 13th November, 1878.

PHILLIPS F. IRVING .---

1. Cape Traverse.

2. Have lived here 50 years.

3. Have had a great deal of experience; was contractor and partner about 25 years; crossed when he was 18 years old; now 64 years old; have also been at sea, and was engaged on the admiralty survey under Capt. Olibar, Labrador Coast.

4. For the ice-boat crossing, Caruther's Cove, east of Carleton; for autumn and spring, Cape Traverse Cove.

5. Because the distance is least to opposite shore; from reef to reef, or board-ice to board-ice, the distance is only six [miles; the landing is as good there as anywhere; the board-ice is smooth; the harbor at Cape Traverse is safe for small craft.

6. At Money Point; Thomas Allen's; Jourimain's Island.

7. Because it is the nearest to Carleton and Amherst Head; the board is good; sometimes make a track out and bush it out.

8. Half a mile outside the points, or less-say quarter of a mile.

9. Forms permanently about 15th January, and breaks up about 1st April; varies with the season; sometimes goes out in mid-winter with heavy north-east gales.

10. Off C. Jourimain's, over a mile; and off Moth's Point, fully two miles.

11. From about the same time as at Cape Traverse, and breaks up in the latter end of March. It is more liable to be carried away than the Island board-ice, as there is a strong current between the reefs and the shore.

12. A screw steamer drawing ten feet, for winter and summer.

13. A berth or dock on each side would be required; they can be easily cut off Cape Traverse wharf, and to the south east of the Jourimain reef; to the west of this the ice is rough; off this reef point there are six to eight fathoms of water. The steamer would be safer at Georgetown; the water is open longer; some winters it is hardly closed at all. 14. It would check the ice and hold it against the tide, but would not drive it.

15. From north, north to south east, prevailing winds, westerly and north-west. 16. With heavy field ice she could not land, the wind packs the ice so close together. ▲ steamer should never go into heavy ice if she can avoid it.

17. No; she could not make regular crossings; she might commence about the middle of March to the 1st of April; she would have to stop probably about the end of January.

18. Yes; Immediately.

19. Do not think she could; the distance is so much greater.

20. On Cape Traverse and Carleton Point.

21. On the reefs off Jourimain Island.

22. From two to twenty feet.

23. No.

24. Level field ice without snow; lolly is the great obstruction; open water with wind is an obstruction.

25. Do not know of any such place; all depends upon the wind.

26. Yes; more boats should be used; two should always cross in company; four floats of inflated guttapercha, with boards for passing through lolly; trusses would be an advantage; boat-houses, with stoves, are required, with caretakers; they would be useful at times; tugs would be very serviceable.

27. Sometimes there is difficulty.

28. Off the wharf at Cape Traverse; good holding out of the current; good across the straits; tough clay bottom; to the east of Jourimain reef all good.

29. Not after the board-ice is made.

30. About \$20; crossing, from three to twelve hours; average trip, five to six hours.

(Signed)

### PHILLIPS F. IRVING.

VICTORIA, 15th November, 1878.

SOLOMON J. B. LAIRD :-

Q. Where do you live ?-At Victoria.

Q. How long have you lived there?—5 years; previous to that lived at Cape Traverse for 13 years; before that Tryon, was born there.

Q. What is your business ?—Custom House Officer; was contractor for and drove the mail from Etonn to Bedesque for 3 years.

Q. Have you had experience in crossing to the main land in winter, at the Capes? —Yes, four years and part of fifth year, as master of boat and as a hand; part of that time ran an opposition boat

Q. What is the best place for crossing with ice boats on the ice?—Between Carleton Point and Amherst Point on P. E. I., and between Money Point and Lighthouse Point, Jourimain Point.

Q. What is your reason for this opinion?—It is the shortest distance from land to land, and the straightest course; the best landing places; the board is smooth off Amherst head; off Thomas Allen's it is rough on the reefs and smooth inside. The ground is high on Amherst Head and afford a good view of the ice.

The ground is high on Amherst Head and afford a good view of the ice. Q. How far off Cape Traverse and Carleton Point does the board-ice form?— From a quarter to half mile. Sometimes fields of ice half a mile wide fastens to the board-ice and continue attached for a month or more.

Q. How far off Money Point and Lighthouse Point does the board-ice form ?--Out to the edge of the reef; the ice is more stationary on that side. There is little water on the reef at low tide.

Q. How far off Victoria and Tryon does the board-ice form ?-About 3<sup>1</sup>/<sub>2</sub> miles, and remains there mostly all the winter.

Q. Is the water deep of edge of board-ice at Victoria?—Cannot tell, never was out to find out.

Q. When as a rule does this board ice form off Victoria?—From the middle of December to about 12th January, and breaks up about from the 26th March to the middle of April.

Q. What draft of steamer would be most suitable for both winter and summer ?— A screw steamer drawing about 12 feet or 8 feet. On the bar off Victoria there are eleven feet at low springs.

Q. Would a berth cut in the board-ice be of any use to steamer; can a berth be readily cut?—Yes, a berth would be useful, she would have to be cut out sometimes. The berths would be pretty hard to cut; the ice makes thick at the edge, piles up and fills under.

Q. Would the ice come up with the tide against a prevailing wind ?—It takes a very extra strong wind to stop the run of the ice. But have seen it carried in the same direction for several tides on account of very high winds.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter ?—To the east and south; prevailing wind west and north-west.

Q. Can any steamer cross in hard, cold weather; if not at what date would she usually commence and be forced to stop?—Don't believe that a steamer can be built that could cross them. Might commence from 1st to 10th of March, and would stop from 25th January to the 1st February. The coldest weather is previous to the 12th of February, then the heart of the winter is broken.

Q. Could ice-boats be used between Victoria and Pugwash ?- No; the distance is too great for safety.

Q. Where does the ice pile with greatest violence ?—Off the south-west of Tryon Shoal; there is a spur at the south-west of this shoal, not correctly shewn on Bay-field's charts; this should be surveyed and certified on the charts. A reef and a sandbar on the track of all vessels.

Q. Where is the ice most likely to separate and leave open water where steamers could cross from side to side, with any regularity?—Don't know of any such place; having driven the mails as above stated, has noted the places where most open water occurs. Where high broken ice is found with smooth field ice adjoining, there are often lanes of water left open at the turn of the tide. This occurs as often between Cape Traverse and Sea Cow-Head, as at any part of the strait between St. Peter's Island and Sea Cow-Head. The movements of the ice depend a great deal upon the direction and force of the wind.

Q. Where is the best anchorage at Victoria?—In the basin there is splendid anchorage for 300 ton vessels; have 12 schooners anchored there; 60 or 70 could lie there.

Q. What do you consider the best way of crossing the straits in the winter ?---A steamer till it freezes up, and then the ice-boats at the Capes.

(Signed) SOLOMON J. B. LEARD,

Collector Customs, Crapaud, P.E.I.

VICTORIA, 15th November, 1878.

WESLEY MYERS, ABRAHAM MYERS, JOHN B. LEE.

Q. Where do you live ?--Wesley Myers, Victoria; Abraham Myers, Crapaud; J. B. Lee, Tryon.

Q. How long have you lived there ?-All their lives.

Q. What is your occupation ?-W. Myers, Harbor Master 8 or 9 years. Rest are farmers.

Q. Have you had any experience in the winter crossing ?--Have never crossed the ice in winter; have been out to the edge of the board-ice.

18

Q. What is the best place for crossing with ice-boats on the ice ?-Between the Capes.

Q. What is your reason for this opinion ?—Because it is the narrowest crossing, with more ice and less water.

Q. How far off Victoria does the board ice form ?-Out to the edge of the bar.

Q. When, as a rule, does this ice form, and when does it break up?—Forms about 20th December to 15th February; breaks up about middle of April to the 20th of March.

Q. What draft of steamer would be most suitable for winter and summer ?—A screw steamer, 12 feet draft.

2. Would a berth cut in the ice be of any use to steamer; can a berth be readily cut?—She could be well docked and would be perfectly safe; no running in could hurt on account of the bars extending out beyond her dock. There would not be much trouble in cutting a dock (ice is not very heavy) from one foot to two feet.

Q. Would the ice come up against a prevailing wind with the tide?—No; the wind would hold it; wind sometimes drives it against the tide.

Q. What is the ultimate direction in which the ice is carried, and what is the usual direction of the wind in winter ?—To the south-east; prevailing wind north-west.

Q. With wind on board-ice could steamer approach and land passengers ?--She generally could.

Q. Can any steamer cross in hard cold weather ? if not at what dates would she commence and be forced to stop ?—She can run up and down the strait in any weather, no matter how cold; generally speaking in the winter there is a great deal of open water between Crapaud and Pugwash. Abraham Myers lives on high ground, Crapaud front, and has observed open water the whole winter; some days no ice can be seen except the board-ice. Wesley Myers has also observed the same. Ice appears to jam between the capes. With the prevailing winds, north-west and west. There is always open water off Victoria.

Q. Could ice boats be used between Victoria and Pugwash. ?-No; distance is too great.

Q. Where does the icc pile with greatest violence ?---On the west end of Tryon Reef.

Q. Where is the ice most likely to separate and leave open water where steamer could cross from side to side ?—Between Victoria and Pugwash. The water is generally open here. The tides do not affect the ice much in windy weather.

Q. Would a wharf be of any use in winter ?-No; of no use.

Q. What do you consider the best way of crossing the straits in winter ?—By steamer between Victoria and Pugwash; she could make as regular trips as the ice boats at the capes.

(Signed)	WESLEY MYERS,
"	ABRAHAM MYERS,
• (	JOHN B. LEE.

#### CAPE TRAVERSE, November, 1878.

Q. How soon after (or before) low ebb tide does the current in the straits change its duration on the Prince 'Edward Island side ?—The flood tide comes in from the north-west here, and stops outside from its south-east course about two hours before high water on the shore; and stops running to the north-west about two hours before dead low water.

Q. In what direction does the current set from ebb to flood tide?—Flood tide sets to the south-east; ebb in the contrary direction.

Q. In calm weather what is the usual velocity of the current at its full force, running eastward, and what running westward?—Its velocity at Springs is about three knots, and about two at Neaps. I think about the same rate each way in moderate weather.

Q. With high winds up (or down) the strait, what is the usual velocity of the current at its full force, running eastward, and what running westward?—I think the ice coming down from the north-west with flood tide and strong north-west gales goes fully at the rate of four knots to the south-east and about three knots in the opposite direction.

(Signed) PHILLIPS F. IRVING.

### CAPE JOURIMAIN AND AMHERST RAILWAY

(viá Tidnish, New Brunswick and Nova Scotia).

 Main River
 34.07 miles.

 Wharf and Sidings.....
 1.73 "

Quan	tity.	Description.	Rate.	Amount.	Total.
		Right of Way.	\$ cts.	\$	\$
250	Acres	Land, at from \$10 to \$100 per acre	•••••		8,130
		Olearing and Grubbing,			
126 35	do do	Clearing	20 00 50 00	2,520 1,750	<b>4,2</b> 70
	ļ	Fencing.			
2 66·14	Miles do	Board fencing Rail do	2 75 1 30	550 8,598	9,148
		Grading.			
10,380 115,641 1 <b>36,8</b> 76	C. yards do do	Rock excavation Earth do in cuttings do do side cuttings and ditches	1 00 0 23 0 18	10,380 26,598 <b>24,63</b> 8	61,61 <b>6</b>
		Bridging.			
46 Ø		Trestle culverts			15,086
		Crossings.			
<b>23</b> 101 <sub>.</sub>		Public road crossings Farm do		2,065 1,515	3,580
		Carried forward			*****

ESTIMATE, APRIL, 1879.

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### CAPE JOURIMAIN AND AMHERST RAILWAY-Continued.

### ESTIMATE, APRIL, 1879-Continued.

Quar	tity.	Description.	Rate.	Amount.	Total.
		Brought forward	\$ cts	\$	\$
		Steel Rails and Fastenings.			
3,079 90 108 27	Tons. do do do	Steel rails (55 lbs per yard) at do fish plates Spikes	27 00	83,133 2,430 6,264 1,755	93,5 <b>8</b> 2
		Ties.			
78, <b>76</b> 0	Each.		0.08	· • · • • • • • • • • • • • • • • • • •	6,300
		Track-Laying and Ballasting.			
3,580 80,550	Miles. C. yards	Track-laying (including sidings) Ballasting	200 00 0 35	7,160 28,19 <b>3</b>	35,353
		Station Buildings.			
3 2 3 3 3 7		Passenger and freight-houses (combined) at Cape Jourimain. Port Elgin, Baie Verte Turn tables and sheds at Cape Jourimain and Amherst Tanks and houses Coal sheds Platforms Platform stations	·····	3,060 2,000 1,500 1,500 300 700	9, <b>0</b> 00
		Telegraph.			
34.07	Miles.	Telegraph	100 <b>0</b> 0	•••••	3,407
*****		Engineering and contingencies, 161 per cent	•••••	· •••• • • • • • • • • • • • •	41,163
		Total Or \$8,530 per mile, including track on wharf and sidings.	•••••	······ ·· ·	290,635
		Wharf at Cape Jourimain.			
73,574	C. yards	Wharfing	2 00	•••••	147,148
		Total in New Brunswick and Nova Scotia viâ Tidnish		•••••	437,783

(Signed)

## CAPE JOURIMAIN AND AMHERST RAILWAY.

(Viå Goose Lake, New Brunswick and Nova Scotia.)

### ESTIMATE, APRIL, 1879.

Quan	tity.	Description.	Rate.	Amount.	Total.
237	Acres.	<i>Right of Way.</i> 'Land, at from \$5 to \$100 per acre	\$ cts.	\$	\$ 7,480
		İ	Í		
		Clearing and Grubbing.			
1 <b>3</b> 5 <b>4</b> 0	A cres. do	Clearing	20 00 50 00	2,700 2,000	4,700
		Fencing.			
2 62·20	Miles. do	Board fencing Rail fencing	275 00 130 00	550 8,086	<b>8</b> ,636
		Grading.			
10,380 113,202 164,439	C. yds. do do	Rock excavation Earth excavation in cuttings do side-cuttings and ditches	1 00 0 23 0 18	10,380 26,036 29,599	<b>66</b> ,015
		Bridging.			
45 3	 	Trestle-culverts Bridges and trestles		15,363	15,363
		Crossings.			
17 100		Public road crossings Farm crossings		1,606 1,500	3,106
		Steel Rails and Fastenings.			
2,890 84 101 26	do	Steel rails (55 lbs. per yard) Steel fish-plates Spikes Bolts	27 00 27 00 58 00 65 00	78,030 2,268 5,858 1,690	87,846
	i	Ties.			- ,
73,920	Each.	Ties	0 08		5,914
		Track-Laying and Ballasting.			
33 <b>·6</b> 0 75 <b>,</b> 600	Miles. C. yds.	Track-laying (including sidings) Ballasting	2 00 0 <b>35</b>	6,720 26,460	<b>33,18</b> 0
		Carried forward			

## CAPE JOURIMAIN AND AMHERST RAILWAY .- Continued.

ESTIMATE, APRIL, 1879-Continued.

Quantity.		Description.	Rate.	Amount.	Total.
		Brought forward	\$ cts.	\$	\$
3 2 3 3 3 5		Station Buildings. Passenger and freight-houses combined, at Cape Jourimain, Port Elgin and Baie Verte Turn-tables and sheds, at Cape Jourimain and Amherst Tanks and houses Coal-sheds Platform stations	••••••	3,000 2,000 1,500 1,500 300 500	8,800
32.10	Miles.	Telegraph. Telegraph	100 <b>0</b> 0		<b>3,2</b> 10
	         	Engineering and Contingencies. 17 per cent Total Or \$4,902 per mile, including track on wharf and sidings.			41,522
73,574	C. yds.	Wharf at Cape Jourimain. Wharfing Total in New Brunswick and Nova Scotia, viû Goose Lake,			147,148 432,920

(Signed)

## CAPE JOURIMAIN AND AULAC RAILWAY, NEW BRUNSWICK.

### ESTIMATE, APRIL 1879.

Quan	tity.	Description.	Ra	te.	Amount.	Total.
		Right of Way.	\$	cts.	\$	\$
234	Acres	Land, at from \$10 to \$80 per acre		•••••	•••••	8,210
	i	Clearing and Grubbing.				
91 24	do do	Glearing Grubbing		00 00	1,820 1,200	3,020
		Fencing.				
2 60-66	Miles do	Board fencing Rail do	275 130		550 7,886	8,436
		Grading.				
13,732 113,288 140,778	C. yds. do do	Rock excavation Earth do in cutting do do in side cutting and ditches	0	00 23 18	13,732 26,056 25,340	65,128
		Bridging.				
51 2	     	Trestle-culverts				14,992
		Crossings.				
19 115		Public road crossings	-40000		1,806 1,725	3,531
		Steel Rails and Fastenings.				
2,838 83 99 25	Tons do do do	Steel rails (55 lbs. per yd.) do fish-plates Spikes Bolts	27 58	00 00 00 00	76,626 2,241 5,742 1,625	86,234
		Ties.				
<b>72,6</b> 00	Each	Ties	0	08	••••••	5,808
		Track-laying and Ballasting.				
33 74,250	Miles. C. yds.	Track-laying (including siding) Ballasting	200 0	00 35	6,600 25,988	<b>32,58</b> 8
	l	Carried forward	•••••			******

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# CAPE JOURIMAIN AND AULAC RAILWAY NEW BRUNSWICK-Continued.

ESTIMATE, APRIL, 1879-Continued.

Quan	tit <b>y</b> .	Description.	Rate.	Amount.	Total.
		Brought forward	\$ cts.	\$	\$
3 2 3 3 3 6		Station Buildings. Passenger and freight-houses combined at Cape Jourimain, Port Elgin and Baie Verte Turn-tables and sheds, at Cape Jourimain and Aulac Tanks and houses Coal-sheds Platforms Platforms and stations		3,000 2,000 1,500 1,500 300 600	8,900
31 <b>·3</b> 3	miles	Telegraph. Telegraph Engineering and contingencies, 17 per cent 'Total Or \$8,961 per mile, including track on wharf and sidings		······	3,133 40,796 280,776
73,574	C. yds.	Wharf at Cape Jourimain. Wharfing Total_in New Brunswick viâ Aulac	1		147,148 427,924

(Signed)

# PUGWASH AND THOMPSON BAILWAY, NOVA SCOTIA.

Main Line15.5 miles.Sidings......0.50 mile.

### ESTIMATE, APRIL, 1879.

Quantity.	Description.	Rate.	Amount.
47 do 163,747 C. yds. 20,000 do 775 L. feet 1	Clearing	4 00 50 00 275 00 130 00 0 35 0 08 2,610 00 200 00 30 00 100 00 	\$ 600 705 37,662 3,660 6,200 80 1,080 550 3,770 12,660 2,816 41,760 3,200 1,000 25,790 154,183 7,000 101,152 7,000 101,154 1,152 7,000 101,154 1,152 7,000 101,154 7,000 101,152 7,000 101,15 7,00 101,15 7,00 101,15 7,00 101,15 7,00 10,15 7,00 101,1
	Total		161,183

(Signed)

# PUGWASH AND RIVER PHILIPS STATION RAILWAY, NOVA SCOTIA.

Main Line ...... 18.50 miles. Sidings..... 1.50 "

### ESTIMATE, APRIL, 1879.

Quantity.		Description.	Rate.	Amount.
78	Acres	Clearing	\$ cts. 20 00	<b>\$</b> 1,560
39	do	do	18 00	702
15	do	Grubbing	50 00	750
10		Fencing	275 00	550
35	do	do	130 00	4,550
102,040	C. vds.	Earthwork in cuttings		23,470
45,887	do	do ditching and borrowing	0 18	8,260
12,000	do	Rock excavation		12,000
500	do	2nd class masonry		2,500
500	L. feet.		10 00	5,000
500	do	Trestling	15 00	7,500
11	Each	Trestle culverts	120 00	1,320
17	do	do	80 00	1,362
20	Miles	Steel rails, 55 lbs. per yard, and fastenings	2,610 00	52,200
45,000	C. yds.	Ballasting		15,750
44,000	Each	Ties	0 08	3,520
20	Miles	Tracklaying	200 00	4,000
4	Each	Public road crossings	100 00	400
40		Farm crossings		600
150	Acres	Right of way	30 00	4,500
		Station buildings, &c		8,000
18 <del>1</del>	Miles	Telegraph	100 00	1,850
[		Engineering and contingencies, 20 per cent		32,068
		Total		192,410
		Or \$10,400 per mile, including sidings. Wharf at Pugwash		7,000
		Total	······	199,410

# (Signed)

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# CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY, PRINCE EDWARD ISLAND.

# ESTIMATE, MARCH, 1879.

Quantity.		Description.	Rate.	Amount.	Total.
15.71		Right of Way.	\$ cts.	\$ cts. 943 00	\$
49•03 19·30	do do	do Wooded land	40 00 20 00	1,961 00 386 00	3,290
19 6	Acres do	Clearing and Grubbing. Clearing Grubbing	20 00 50 00	380 00 300 00	<b>6</b> 80
<b>2</b> 2·88	Miles	Fencing.	130 00		2,975
		Grading.			
7,550 26,369 40,970	C. yds do do	Rock excavation	1 00 0 20 0 15	7,550 00 7,274 00 6,146 00	20,970
		Bridging.			
15 3		Trestle culverts	·••••••••••••••		6,357
		Crossings.			
10 28		Public road crossings Farm crossings	•••••	906 00 420 00	1,326
		Steel Rails and Fastenings.			
10-53 30 36 9	do do	Steel rails (55 lbs. per yard) Steel fish plates Spikes Bolts	27 00 27 00 58 00 65 00	28,431 00 810 00 2,088 00 585 09	<b>\$</b> 1,914
		Ties.			•1,•••
<b>26</b> ,928	Each	Ties	0 08		2,154
		Track-Laying and Ballasting.			
12·24 24,480	Miles C. yds	Track-laying (including Sidings) Ballasting	200 00 0 35	2,448 00 8,568 00	11,016
		Carried forward 28		••••••	

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# CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY,-Continued.

Quantity.		Description.	Rate.	Amount.	Total.
		Brought forward	\$ cts.	\$ cts.	\$
1 1 1 1 2	 	Station Buildings. Passenger and freight house (combined) at Cape Traverse Turn-table and shed Tank and house Coal-shed Platform Platform stations		1,000 00 1,000 00 500 00 500 00 100 00 200 00	3,300
11•44	Miles	Telegraph.	100 00		1,144
*****	•••••••	Engineering and Contingencies. 20 per cent Total Or \$8,929 per mile (including track on wharf and sidings.	•••••		17,025 102,151
47,452	C. yds	Wharf at Cape Traverse. Wharfing Total on Prince Edward Island			94,90 <b>4</b> 197,055

(Signed,)

HENRY H. MACLEOD.

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### (145)

To an ADDRESS of the HOUSE OF COMMONS, dated 31st March, 1879 ;--For copies of instructions to solicitors under which proceedings in Chancery were instituted, a short time before the last General Elections, by the Honorable Rudolphe Laflamme, as Her Majesty's Attorney-General, against William Mason and several others, for trespass upon lands of the Crown upon Presqu'Isle Peninsula, in the East Riding of the County of Northumberland; also, for copies of all letters between the late member for that Riding and any of the late Ministers under which said proceedings were initiated and subsequently suspended.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 30th April, 1879.

## RETURN

#### (146)

To an ORDER of the HOUSE OF COMMONS, dated the 17th March, 1879;— For copies of correspondence, reports and all other papers, "between 1st January, 1877, and 1st January, 1879," in reference to the Marine Hospital at Miramichi, N.B.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd May, 1879.

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

### [147]

To an ADDRESS of the HOUSE OF COMMONS, dated 31st March, 1879; For copies of Orders in Council, Reports of Ministers, correspondence, instructions to Surveyor, reports of survey, valuation of improvements, and all other papers and documents relating to the last survey and proposed sale or free grant of the lands upon Presqu'Isle Peninsula and High Bluff, in the East Riding of the County of Northumberland, in the year 1878, previous to the Dominion Elections.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 3rd May, 1879.

# RETURN

#### (148)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879;-For copies of all Memoranda and Orders in Council, relating to the dismissal of Indian Agents and Indian Superintendents; the appointment or dismissal of any other person temporarily or permanently connected with the service of the Indian Branch of the Department of the Interior, for Manitoba or the North-West Territories.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd May, 1879.

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

### (149)

To an ORDER of the HOUSE of COMMONS, dated 31st March, 1879;-For copies of all correspondence and Reports relating to the dismissal by the late Government of one Samuel Loughead, Postmaster at Molesworth, and the appointment of one George Brown.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd May, 1879.

## RETURN

#### (150)

To an ADDRESS of the HOUSE OF COMMONS, dated 31st March, 1879; For copies of a complaint lodged on the 21st August, 1875, by A. Talbot, Esq., late Deputy Post Office Inspector, against certain Postmasters in the County of Montmagny; and also, copies of all correspondence, evidence and Orders in Council, which, following upon and as a consequence of the above mentioned complaint or report, led to the dismissal of Mr. G. Lachaine *alias* Jolicœur from the position of Postmaster at Crane Island in the County of Montmagny; with all documents whatsover relating to the said dismissal, and to the appointment of Mr. Vezina in the place of Mr. G. Lachaine.

By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd May, 1879.

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

### [150a]

To an Address of the House of Commons, dated 31st March, 1879;-For copies :-- 1st. Of a report made on the 21st August, 1875, by Achille Talbot, Esq., late Deputy Inspector of Post Offices, against Stanislas Vallée, Esq., then Postmaster at Montmagny; 2nd. Of the minutes of the enquiry held in the case of the said S. Vallée, on the facts mentioned in the said report of the 21st August, which said enquiry was held ex parte by the said A. Talbot; 3rd. Of the Minutes of the counter enquiry ordered by W. Sheppard, P. O. Inspector, as to the method pursued by the said A. Talbot in conducting the aforesaid enquiry; 4th. Of all complaints subsequently, to wit: in 1877, laid against the said S. Vallée, when Postmaster at Montmagny; 5th. Of the Minutes of the enquiry held in consequence of the said last mentioned complaints; 6th. Of all correspondence on the subject of the said enquiries; of all Orders in Council passed in consequence of such enquiries ordering the dismissal of the said S. Vallée, or calling upon him to resign; 7th. Of all petitions filed in the Post Office, that such dismissal should not be carried out, &c.; 8th. Of all documents whatsoever, correspondence, telegrams, reports, &c., relating to the said dismissal and to the appointment of Mr. Nazaire Bernatchez, of Montmagny.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 12th May, 1879.

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

### (151)

To an ORDER of the HOUSE OF COMMONS, dated 81st March, 1879;—For copies of all correspondence, telegrams and memoranda in connection with the resignation of Judge Wilkins, his being placed on the Pension list, and the appointment of Judge Weatherbe.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 2nd May, 1879.

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

### (152)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879:-For return shewing the names, date of appointments of all persons appointed by the Dominion Government as Commissioners, Secretaries, or otherwise, in connection with the Canadian Exhibit at the Centennial Exhibition in the City of Philadelphia, U.S., in the year 1876; together with a detailed statement of moneys paid for salary of each; also, statement in detail of all money paid for expenses of living, travelling, or otherwise, and time of service of each.

By Command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 2nd May, 1879.

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Names and date of appointments of all persons appointed by the Dominion Government as Commissioners, Secretaries, or otherwise, in connection with Canadian Exhibit at the Centennial Exhibition, held in the City of Philadelphia, U.S., in the year 1876, and time of service of each.

Commissioners appointed 14th of May, 1875; services closed 26th April, 1877; Hon. E. G. Penny, Hon. R. D. Wilmot, D. McDougall, Esq., and Hon. Minister of Agriculture.

Secretary-Treasurer, Joseph Perrault, Esq., appointed 14th May, 1875, at \$250 per month; services closed 17th August, 1877.

The appointment of employees and tradesmen was made in Philadelphia by the Canadian Commissioner.

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## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA.

		1	<u> </u>	1 1		=
187	6.			\$ cts.	\$ C	ts.
April	1	T Perrault	General expenses.	} }	69 5	50
do	i	Three servants	Wages         3 tons stove coal         2 tons broken coal         Stowage		10 0	
do	ī	Plaisted & McCollin	3 tons stove coal	22 50		
do	1	do	2 tons broken coal	15 00		
do	1	do	Stowage	2 50		
			1	·	40 0	
do	6	W. B. Welf	1 month's house rent to 1st May, 1376 Groceries, amount of bill		333 3 36 7	
do do	8	Three servents	We get		17 2	
do	8	Charles McBride	Provisions, amount of bill		44 6	
do	15	Servants	Wages. Provisions, amount of bill.		10 0	
do	15	J. Perrault	General expenses.	23 00		
do	<b>22</b>	do	do .,	15 35		
-			77		38 3	
do	29	Servants	Wages House rent to 1st June, 1876		20 5	
May do	12	W. B. Well.	Bant of gilver and linen	350 00	333 3	) <del>'</del> ±
do	13	do	Rent of silver and linen	7 50		
uu					357 5	50
do	13	John McGaughran	Oysters, porter		37	16
do	13	Knickerbocker Ice Co	Ice		21	
do	13	H. Connell	Groceries, amount of bill		28 0	
do	13	Charles McBride	Provisions, amount of bill		121 5	
do do	13	John Moore.	Oysters, porter Ice Groceries, amount of bill Provisions, amount of bill Dusters and brooms General expenses	7 56	13	19
do	27		Servants' wages			
uu			5		47 5	<b>6</b> 6
do	27	G. N. C. Lewis	Dinner at 11, George House.		50 0	00
do	27	J. Perrault.	Contribution to dinner		37	<b>'9</b>
do	26	<b>T.</b> L. Burnett	do do	6001		
do	24	do	do do	10 00		
3.		C W Dreadhant	i Ionrinhling not		16 0 0 7	
do do	07	Whatenewson	Sprinkling pot Washing.		10 0	
do	27	Cook and maid	l month Expenses. do		40 0	
do	27	J. Perrault.	Expenses.	14 10	10 0	
do	27	do	do	7 04		
do	<b>27</b>	do	Servant maid	10 61		
do	27	1 do	<b>d</b> 0	10 00 ]		
do	27	do	Petty expenses connected with maid	0 80	42 5	F.
đo	97	Chas Printeinghoffer	Parlor feather duster		20	
do	27	Whitel Tetum & Co	1 dozen salts		- 38	
do	07	Temper D. Hennell	Wine heater		41	
đo	27	Whital, Tatum & Co	dozen ½ gallon jars	1 70		
do	27	do	$ \begin{array}{c} \begin{array}{c} \text{Wine based} \\ 1 \\ \text{dozen } \frac{1}{2} \\ \text{gallon jars} \\ 1 \\ \text{do} \\ \text{do} \\ \end{array} \\ \begin{array}{c} \text{do} \\ \text{do} \\ \text{quart jars} \\ \end{array} $	5 20		
do	27	do	4 do quart jars	1 25	81	5
3.		T. Domenti	Bestans and streat com	3 05 1	0 1	9
do June	28 5	do	Postage and street cars	7 55		
e utte					10 6	0
do	1	Henry Connell	Provisions, amount of bill	·	39 5	
May	31	W. E. Grigg	Provisions, amount of bill Bread Provisions, amount of bill House rent to lst July, 1876 Travelling expenses 2 green lounges "Graphic" newspaper Berries Petty expenses		8 5	
do	31	Knickerbocker Ice Co	Ice		1 9	9
June	1	Charles McBride	Provisions, amount of bill		119 4 333 3	
do	10	W. B. Weir	HOUSE FORT TO 18T JULY, 1876		333 5	
do do	10	J LAVIGNE	12 mean lounges		12 0	
do do	10	Chanman & Co	"Granhic" newsnaner	1	7 8	0
do	6	E. E. Nock.	Berries.		2 2	Б
do	10	J. Perrault.	Petty expenses		88	
do	10	King & Brown	Use of glass		90	0
do	10	J. Perrault	Petty expenses	1 37		
do	17	do	Vetty expenses Vse of glass Petty expenses Sundry expenses	6 25	76	2
	1			[]	, ,	-

CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

-	•					
	-					
187	6.			\$ cts.	\$	cts.
June	17	John Gilmore & Co	3 dozen Bass' ale.	6 75		
do	17	do	dozen Urbanna champagne	8 00		
do	17	do	1 bottle Hennessy brandy	2 00		
do	17	do	1 still Catawba	060	17	95
do	12	Centennial Photo Co	1 12 sterios			35 00
do	23	Alfred Winkle	Cleaning rooms, St. George's Square			00
do	24	Lafayette Restaurant	.32 dinners	176 00		
do	24	do	5 champagne, extra	17 50		
do do	24 24	do do	50 cigars 1 box cigarettes	$     12 50 \\     2 50   $		
do	24	do	Flowers	10 70		
					219	20
do		John Gilmore & Co	2 dozen Clavelle claret	3 25		
do do	22	do	I case Urbanne sparkling wine	16 00		
do	22 22		2 dozen Bass' ale 1 bottle amber sherry	$     4 50 \\     1 00 $		
do	22		1 gallon d. aud g. sherry			
do	<b>22</b>	do	1 dozen Clavelle claret	6 50		
do	22	do	1 dozen Bass' ale	2 25		
do	20	W H Hacking	50 bills of fare	6 00	37	50
do	22		60 invitations and envelopes	3 50		
do	22		50 dinner cards			
do	<b>22</b>		50 entrance cards			
da	07				13	00
do do	27		Salary of maids			
uu	41	do	Cab-hire, petty expenses	21 90	41	90
do	27	Sarah Merrick	Milk			50
July	1	Charles McBride	Provisions, amount of bill		154	96
June July	30	W. E. Grigg	Bread	·····		45
do	11	Henry Connell	Groceries, amount of bill Cook, dismissed	15 00	44	69
do	8	do	Washing	5 00		
<b>.</b> .					20	00
July	12	W. B. Weir	Rent of house to 1st August, 1876		333	
do do	12	O'Sullivan & Bros	Clothes lines			60 20
do	3	E. E. Nock	Ice Provisions, amount of bill			30 55
do	10	J. Perranit.	Tickets, cab-hire, petty expenses,			00
do	13	John Gilmore & Co	3 cases Claville Medoc	19 50		
do do	13 13	do	dozen of Hennessey brandy	12 00		
đo	13		2 cases sparkling wine 1 case do pints	32 00 18 00		
			-	10 00	81	50
do	20	J. Perrault	<b>A</b> nnie, one month	20 00	•-	
do	20	do	Cook	10 00		
do	20	F Schencel	Omnibus	0 28	30	00
do	20	do	Omnibus	0 28		
do	20	do	1 picture			
do	94				1	63
do	24 1	J. Perrault.	Servants	40 83		
do	i	do do	Expenses	21 90 10 89		
June	ī	do	Washing Expenses	6 28		
July		_	-	l	79	90
do	22 30	do	Oab-hire and petty expenses	7 50		
		do	Telegrams do	790	15	40
Aug.	1	Kuickerbocker Ico (lo	Ice			40 71
do do	-	VUALLES MCKride	Provisions		173	
July					8	30
Aug.	3	Henry Grigg	Groceries, amount of bill			31
July	3	Herbert M Monne	Groceries, amount of bill	3 00	25	<b>9</b> 9
do	3	and the all of the second one	6 pounds mixed cake	300		
		******	- A ware an you by restart and interested to see a start of second		7	00
			3			

## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

		<u></u>			
18	76.			\$ cts.	\$ cts.
Apri	1 29	W. E. Grigg	Bread		5 40
Aug	. 5	J. Perrault.	. Petty expenses		9 47
do			House rent to 1st September, 1876		333 34 2 45
do			2 pitchers		A 10
do	17	do	1 slop basin	0 40	
do do	17 17		4 wooden faucets		
uo				<u> </u> ]	1 78
May			3 papers of tacks		
do	30 30	do	1 pair pocket scissors	0 50	
do do	30	do	1 set knives and forks	2 25	
do	30		2 dusters		
do	30		2 brooms		
do	30	do	Oil	0 25	5 18
do	30	James Walker	dozen wine	1 25	0 10
do	30		$\frac{1}{2}$ do tumblers	0 62	
do	30				
do do	30 30		1 pail 2 dozen towels		
40			i -	II	3 47
Aug.		J. Perrault.	Expenses	6 25	
do	19 19	do	Uook	10 00	
do do	25		Petty expenses and washing.	17 06	
do	12	do	do	5 00	
do	12	do		3 00	
do	19	do	Petty expenses	5 64	66 95
do	31	John Gilmore	l gallon superior pale sherry	4 00	
do	31	do	1 case Clavelle Medoc claret	6 50	
dò	31	do	4 dozen English ale, Bass & Co	9 00	19 50
do	12	J. Perrault	Expenses	8 00	10 00
Sept.				9 75	
		Reishesheshes I.e. O.	T		17 75 1 80
Aug. Sept.	19	J Perreult	Ice Maid, Seraph	10 00	1 80
do	4	do	Washing extra	1 00	
do	4	do	Petty expenses	0 14	
do	_,!	Charles McBride	Provisions, amount of bill		11 14 128 98
do	4	Knickerbocker Ice Co	Ice		5 41
Aug.	31	E. E. Nock	Ice 34 pounds of chickens		1 01
do	31	W. E. Grigg	Bread	*****	$\begin{array}{r} 13 \hspace{0.1cm} 31 \\ 4 \hspace{0.1cm} 62 \end{array}$
Sept. do	1	Henry Connell	Milk and eggs Groceries, amount of bill		25 51
do		John Gilmore	1 gallon pale sherry	4 00	
do	16	do	1 case Pleasant Valley sparkling	16 00	
do	16	dodo	4 dozen Bass's ale	9 00	29 00
do	9	J. Perrault	Cab hire and petty expenses		10 25
do	11.	W. B. Weir	House rent to 1st October, 1876		<b>3</b> 33 34
do		J. Perrault	Washing		
do do	16) 91		Newspapers Expenses	6 00 10 25	
do	16	do	do	45 75	L- 70
			T		72 50 8 52
do do	24 ] 16	Anickerbocker ice Uo	Ice Wages to Annie	20 00	0 04
	16	dol	do cook	10 00	
do	16	do	Petty expenses	15 75	
do	16	do	Cab hire, washing, &c	26 50	72 25
	1	1	L L		14.55

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## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

		1		:		_
187	6.			\$ cts	\$	cts.
		T D 14	m-1		- 10	
do do	- 30 - 16	Thos I. Chendennet	Telegrams and petty expenses			<b>22</b> 00
do	- 19	A. J. P. Trindell	Gold watch presented	1	269	
đo	29	W, F. Johnston	3 linen towels	0 60		
do	29	do	1 feather duster	1 50		
do	29		2 brooms.			
do	25	do		0 50		
do do	29 29	do	1 pound whitening	0 06		
do	29	do		0 15		
					3	66
		E. P. Buckley	Postage stamps	0 50		
do	25	do	"Arnold's fluid	0 40		
do	25	00	2 quires foolscap	0 50 0 65		
do do	25 25		1 package note haper			
do	25		. Lead pencils	0 15		
do	25	do	Pens	0 18		
		i			2	74
Oct.			Ice			15
do,	1	Sarah Merrick	Milk and eggs			93
Sept.	30	W. E. Grigg	Bread		15	
do Uct.	28	S. R. Morrison	40 copies bill of fare Provisions, amount of bill		$\begin{array}{c}10\\221\end{array}$	
do	2	Henry Connell	Groceries do	*********	50	
do	6	W. B. Weir	Groceries do		333	
do	7	J. Perrault	. Telegraphing	1 7 55		
do	7	do	Servants' wages	8 00		
do	7	do	Servants' wages	10 00		
do	7	do	. Cab hire and stamps, and petty expenses	7 50		~
do	14	do	Deter nomenons and subscriptions		33	05 60
đo			. Extra newspapers and subscriptions	1 00	U	00
do	14	do	. 1 do	1 20		
do	14	do .	2 galls. mushrooms	1 25		
do	14	do	. 12 lbs grapes	1 40		
do do	14	do	doz bananas			
do	14 14	do	. 11 box figs	0 45		
do	14	do do	11 doz. pears	070		
	4.1	uu	Il jar prunes	1 00	7	40
Sept.	30	J. Perrault	Expenses	16 22	•	70
Oct.		ao		33 05		
do	14	do	Wages of cook and maid	30 00		
do do	14 14	do	Advanced to Mrs. Penny (special)	10 00		
do	$14 \\ 14$	do	Catalogue and stationery Cab-hire for special	4 00		
do	14	do	Bant of room special	5 00 1		
do	14	do	Rent of room, special	5 50		
do	14		Stamps and tickets	2 00		
do	14	do	Washing, extras	7 50		
do	5			1	125	
do	- 0 - 9	Herman W. Lentz	1 dust brush 2 lbs. maccaronieg		1	00
do	9.	do	2 105. maccaronieg	1 50		
do	9	do	23       1bs. currant cake         14       1bs. French cocoanut	1 38   0 63		
<b>a</b> .	_				3	51
do do	18	Thomas Keenan	Moving tables Putting drums in	1 00	Ű	-
do	18	do	Putting drums in	1 00		
40	18	do	Taking awning down	0 50		
do	20				2	50
do	20	do	Uar fare	1 00		
do	20	do	Car fare 2 papers tacks Catalogue for Mr. Penny	0 16 0 25		
	1	······································	Catalogue for Mr. Penny	0 40	1 4	41
			-		* 1	44

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## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

						-
187	6.			\$ cts.	\$	cts.
<b>•</b> •	~					
Oet.	20 20	J. Perrault	Petty expenses	. 0 43		
do do	20			$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		
40	20			. 52 00	53	43
do	11	E. F. Harvie	Collection photographs		52	
do	20	Wm. Akers		. 125		
do	20	do		2 50		
do	20					
do do	20 20	do do		7 00		
40	20	1 40		2 75	16	00
do	24	G. W. Emerson	1 copy (cloth) cent portfolio, and on		10	<b>V</b> U
•		!	scratch ruler		4	50
do					0	65
do do	14		Basket flowers			
do	14		12 button-holes	1 50		
uu	11	uu		4 00	Q	50
do	14	Steele Bros	Loan of fine cut English glass, amoun		0	50
		1	\$96.00	4 80		
do	14	do	\$96.00 Porterage	2 00		
do	14		Loan of English star claret glass	0 45		
do do	14 14			0 54		
uo	14	do	do 1 English star wine	0 37	8	16
do	21	J. Perrault		5 25	0	10
do	21	do		3 50		
do	21	do	Stationery, paper	2 00		
do	21	<b>d</b> o	Petty expenses	5 00		
do	21		Washing	5 50		
do	21	Trustees, Philad	elphia	10.01	21	25
do	21	do do		12 04		
40		uu uu	within five days	0 60		
			·		12	64
do	19	George P. Groves.	10 yds. matting		4	65
do	6	J. M. Peck	Whole amount of bill for fish, oysters			
۰.		TT 16-112-	clams and crabs		22	
do do	21	D T A Chandonn	Bread served Bread streed	3 12	1 (	05
do	21		Paper and envelopes			
đo	21		Catalogue	0 25		
					5 5	
_do	24	J. Perrault			0	
Sept.	12	Egg Harbor Wine	Jo 1 box Perl of California		15 17	
do do	13	W. E. Grigg	Bread		17	
Oct.			Jo Ice		<b>0</b> 1	••
do	25		Expenses and car fares			
do	25		Stationery			
do	25	do	Postal on circulars	2 25		
do	25	do	Expenses to cattle show	0 75		
do	25	do	Advertizing, Ledger	1 20		
do do	25 25	do do				
do	15		do Bulletin do Times			
	1			·	9 3	35
Nov.	3	Henry Connell	Fine groceries bill		63 7	74
do	1	Sarah Merrick	Milk and cream		11 (	)D
do	29	J. Perrault	Petty expenses	0 36		
do	29					
do do	29 29	do	Washing	4 50 5 20		
do	29	do	Messages and tickets	3 50		
do	29		Stationery and stamps			
					26 3	31
				•		

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## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

			1		
187	6.			\$ cts.	\$ cts.
Oct.	28	J. Perrault	Expenses.		<b>25</b> 95
Nov.	11	Thos. A. Chandennet	Paper, envelopes, stamps and catalogue 1 lb. rolls		5 25
do		do	2 quarts ice cream.	0 12 1	
do do	3		1 lb. cake	0 50	
do	3		2 quarts ice cream	1 00	
do	3		1 lb. cake	0 25	
do	3		b. water and cream	0 50	
do	3	do	1 lb. candy	040	0.55
do	1	J. Perranit	. Tickets	0 98	3 77
do	4		. Telegraphing	10 00	
do	4	do	Messenger, paper	3 50	
do	4	do	· Tickets, cab-hire	5 50	
do	4	do	Washing	4 50	04.40
do	7	Wm. Mann	Binding 4 vols. invoices.		24 48 4 00
do	7	E. Helmbold	Oysters, from October 6th to November 3rd		11 08
do	1	Chas. McBride	Provisions, amount of bill		221 98
do	1	W. B. Weir.	. House-rent in full, according to contract		333 34
do	01	F S Wort			
do	21	do	2 tons stove coal and stowage	13 80 6 90	
do	21			6 90	
do	21			10 55	
3.		l	-		38 15
do dro	15 15	E. P. Buckley	l yard white linen	0 12	
do	15	do do	l yard brown linen	0 10	
do	15		1 bottle mucilage.	0 15 0 12	
			-		049
do	18	J. Perrault	Washing	4 50	
do do	18 18	αο	· Carting boxes	10 00	
do	18		. Telegraphing	6 00	
do	18		Tickets, stamps and messenger	5 50 0 26	
do	11	1	· Servants	30 00	
do	11	do	Washing	4 50	
do do	11	00	Telegraphing.	7 25	
đo	11		. Tickets and stamps	3 00	
			Messenger and petty expenses	5 00	76 01
do	13		Petty expenses		0 25
do do	22	No name.	· Oarriages.	5 00 1	
uu	22	do	Telegrams	4 00	
do	22	Sarah Morrick	. Milk		9 00
do					600 1188
do					7 50
do Dec.					2 56
do	1		·· [U00K	10 00	
do	ī	, uu	Maid	20 00	
do	1	do	Paid M. A. Rasch for meals	6 00	
do	]		do Paid M. A. Basch for breaking plates, gob-	2 50	
do	10	•	lets, wine-glasses, gilt china and cut-glass	5 25	
Nov.	, 25		lets, wine-glasses, gilt china and cut-glass Petty expenses	3 82	
do	28		Washing	4 00	
do	28	do	· Uook	10 00	
do	28	do	1	5 00 10 00	
do	94	1	· · · · · · · · · · · · · · · · · · ·	, , ,	76 57
do	- 21	John Gil	Street-car tickets.		0 85
do	2		11 CASE DOUGLET CHAMDAVIE A	20 00	
do	27	7]	HI CASE VINATERU CIRTEL		
do do	27		1 gallon pale sherry.	4 00	
do do	27	do	dozen superior port wine	15 00	
	23	do	1 dozen pale sherry	4 00	
		•			87 00
			7	•	-, ,,

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## CANADIAN COMMISSION-LIVING EXPENSES, PHILADELPHIA-Con.

		1	**************************************	i	1	
187	76.			\$ eta	ı. <b>\$</b>	cts.
Nov.	2	J. Perrault	Expenses	29 00		
do	29					
do	27	Samuel Richardson	Cartage of baggage			00 50
do	- 13	Lewis & Bros	Cab-hire		. 216	3 50
Dec.	1	Joseph Lavigne	Cartage from house	••••••	-( 1	50
Nov.	27	John Gilmore	1 gallon pale sherry	4 00	i	
do	27					
do	27		2 bottles Hennesey's brandy			
do	27		I gallon pale sherry		1	
do do	27 27		2 dozen Bass's ale.			
do	27		11 case Pleasant Valley wine		i	
do	27		1 gallon pale sherry			
do	27	do		8 00	1	
do	27		4 dozen Bass's ale		1	
đo	27		1 case Pleasant Valley wine		1	
do	27		2 bottles Hennesey's brandy			
					- 90	00
Dec.	1	J. Perrault	Telegraphing	7 50	1	
do	1	do ob	Tickets and stamps	4 50	1	
do	1	do	Washing	3 50	1	
do	1		Petty expenses	5 00		
do	1	do	Small accounts	10 18	1	
_		_				68
do	2	do	do ,			41
do	16	do				33
Nov.	30	Chas. McBride	Provisions, amount of bill		169	
do			Bread			
Nov.	30	Henry Connell	Fine groceries, amount of bill		39	48
1075					i	
1877		Lowell Printing Co	Dain tin a			00
Jan. do	5	Crrille Dané	Printing	•••••••	1 7	00 00
Mar.	24	I Parranit	Disbursements	*********	1 4	00
Feb.	1	do	Cab bize netty expenses	****** ********	4 7	50
do	4		Cab-hire, petty expenses	********* ****	34	
uv	-		Gab constitute at house, I huaderputa	****** *********		
			Total		7,625	87
	1				.,	
-						_

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SUMMARY	of	total	Expenditure	on	account	of	Canadian	Commission,	Philadelphia
	$\mathbf{E}\mathbf{x}$	hibitic	on, for salary,	ex	pense of l	ivi	ng, travell	ing or otherw	ise.
					-				

_		\$ cts.	\$ cts.
Joseph Perrault	Salary	6,500 00	
do	Paid in Canada	2,935 85	
do do	do Philadelphia From refund account		
			9,886 88
	Living expenses, Philadelphia		7,625 87
Hon. E. G. Penny	do		630 67 319 63
Hon L Letellier	do		300 00
do	Paid in Canada do Philadelphia	4,096 13	
I P B Coscernin	Paid in Canada	498 05	4,484 08
do	do Philadelphia,		
do	Salary	527 50	1 100 01
W. F. Burdett	Expenses in Canada	235 00	1,136 21
do	do Philadelphia	25 20	
	Salary From refund account	9 9 44 18 00	
			1,187 64
	Paid in Philadelphia	50 00	
do		87 50 75 00	
	•		212 50
do	Services	$113 34 \\ 75 00$	
do			
Hon James Shoud	Services as Judge		238 34 750 00
S. U. Stevenson.	Expenses	[]	144 00
H. Prendeville	Services	I	40 00
do	Salary, 13th August to 10th September, 1875 Stationery	72 00 6 60	
	~~~~·····		78 60
Sundry Employés, viz. :-	1		
George Carpentier		38 70	
		598 60	
W. Williamson		279 00 808 34	
J. Laidlaw		841 68	
W. Moore		916 68 350 00	
Robert McBride		237 50	
A. Larochelle T. Chandonnet	••••••••••••••••••••••••••••••••••••••	217 00	
W. McLean		337 50 258 33	
James Ryan		312 50	
W. Dick.	***	175 00 130 00	
J. C. Risteen		125 00	
G. S. Binghem		141 66 116 66	
L. B. Black		108 33	
n. Sutherland		155 05	
		175 00 133 33	
		133 33	
W A Cross			
www.waish		50 00 1	
4, Deslichemin		150 00 1	
· · · · Dender		1 96 89 1	
J. Laudon		20 82 25 00	
152 - 2	9		
—	-		

SUMMARY of total Expenditure on account of Canadian Commission, Philadelphia Exhibition, for salary, expense of living, travelling or otherwise.—Continued.

	\$	cts.	\$	cts
undry Employés, viz :Continued.				
J. Burditt	. 25	5 00		
Joseph Roy		5 00 l		
- Gentesse		37		
- Lemieux	·	35		
- Farrow		91		
- Prendeville	1 - T	50		
P. Sillan.		50		
J. H. Pine	· ·	50		
John Lorton	·	50		
	•	33		
S. C. Rogers	100	55	7,518	э с
<b>T</b>			1,010	> +>
Vages to men in Philadelphia, viz. :	1 055			
Richardson's men		02		
Lavigne's men	· · · · · · · · · · · · · · · · · · ·	45		
C. Paré's men		57		
Beauchemin's men		38		
Tuerk's men		. 71		
Larochelle's men		57		
Log-house men	. 741	74		
McBride's men	. 146	80		
Moore's men	' 324	76		
Williamson's men	919	21		
Stephen's men	. 230	50		
Ryan's men		00		
Johnston's men		00 i		
McLean's men		00		
Leslie's men				
Waterous' men		50		
	·		4,829	21
en's board in Philadelphia			287	84
-		-		
	1	1	39,670	04

SUMMARY of Payments made to J. PERRAULT.

<b></b>		1		
		\$	cts.	\$ cts.
Amount ps	uid for salary	<b>6,50</b> 0	00	
do	for expenses in Canada	2,935	85	
ďo	do Philadelphia	366	53	
do	from Refund Account	84	50	
				9, <b>8</b> 86 88

		+	
1875.		\$ cts.	\$ ets.
May 28 July 10 October 23	To amount from Hon. L. Letellier do do do do of official cheque	329 50 400 00 500 00	
187 <b>6</b> .		1	
March 21 October 14 do 14 Decemb'r 1	do do\$100 00 do of U. S. currency in Philadelphia\$100 00 do do do do (Exchange) 52 00 do do do do 400 00	500 00	
1877.		500 00	
January 8 do 9	do of official cheque do do	1,009 00 200 00	
do 15 March 15 April 15 August 17	do         do           do         do           do         do           do         do	200 00 149 24 1,213 10 1,508 16	
			6,500 00

## EXPENDITURE- Paid J. PERRAULT, Salary.

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STATEMENT of Moneys paid J. PERRAULT in Canada.

					1		
1.05-				\$	cts.	\$	cts.
1875.—By	travelling	expenses.	from 9th February to 17th April	229		•	
	do	do '	from 13th to 25th May	142	20		
	do	do	28th May (Paid by Hon. Letellier)	270	50		
	do	do	June	159	40 i		
	do	do	July	45	25		
	do	do	10th July (Paid by Hon. Letellier)	600	00		
	do	do	August	27	00		
	do	do	September.	57	50		
	do	do	from 25th September to 21st October	90	55		
	do	do	from 26th October to 8th November	81	65		
1970 -	do	do	to 2nd December	88	10		
1016.—By	travelling	expenses,	to 29th January	51	25		
	Advance, 1	17th Febr	uary	100	00		
	Travelling	expenses	to 11th March	93	02 (		
	Balance of	travellin	g expenses	900	00		
						2,935	85 <sup>.</sup>

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EXPENDITURE-J. PERRAULT-By Canadian Commission in Philadelphia.

\$ cts	cts.	C	\$					[	6.	187
15 35					b hire	1	1]t			April
33 00				••••••	do			do	15	do ,
	00				Philadelphia to Montreal	( <b>1</b>		do		Decemb
	00			1	va and back		•••••••	do do	16 16	do do
	00 50				three days		·••••••••••	do		do
	50 I		7		·····	• in	***********	do	1	do
	50 I				stamps	1	** *** * ** *** ***	do	1	do do
	00				oack			do	22	do do
	00 1				Jack		••••••••••	do	22	do
	18				es ts	" "	*****	do	22	do
	00 İ				's ticket			do	22	do
110 68								40		
										1877
	00	C	28		)ttawa	. N	• • • • • • • • • • • • • • • • • • • •	do	24	March
			15		•••• •••••••••••	.1		do	24	do
	00	0	- 37		*******	•	•••••	do	24	do
80 00								_	i	
			20			•	•••••	do		Februar
	00	0	17		••••••	•	*****	do	1	do
37 00	—i							_		_
			18		*****			do	10	do
~~ ~~	00	0	12			•	•••••	do	10 j	do
30 50		-		······					_	
			31		********************	•	•• •• • • • • • • • • • • • • • • • • •	do	2 (	do
<b>FO</b> 00	00	0	25			٠ļ	*****	do	7	do
56 00						1		1	~	,
4 00		•••		*********	perses	$\left  \mathbf{r} \right $	•• ••• ••• ••• •	do	24	do
366 53							1			

Expenditure-J. PERRAULT-From Refund Account.

1877			\$	cts-
March 3	31	J. Perrault, travelling expenses to 16th March	84	50

### (153)

To an ORDER of the HOUSE OF COMMONS, dated 21st April, 1879; For copies of all correspondence in possession of the Government, received from all sources since 1874, relating to wrecking and coasting in Canadian waters; reciprocity with the United States in these matters; together with the report of Mr. John Lewis to the Minister of Customs, which he was authorized to make, with respect to wrecking and towing, etc., in Canadian waters.

By Command.

#### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 3rd May, 1879.

#### OTTAWA, 30th April, 1879.

SIR,—In returning to you the enclosed Address from the House of Commons, bearing date the 21st instant, for correspondence respecting wrecking and coasting in Canadian waters, &c., I beg leave to inform you that all the papers in connection therewith were supplied under a former Order from that House, bearing date the 24th March last, and transmitted to you with my letter of the 15th instant.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

J. JOHNSON.

E. J. LANGEVIN, Esq., Under-Secretary of State, Ottawa.

153—1

A. 1879

#### OTTAWA, 24th April, 1879.

SIR,—Referring to your letter of the 22nd instant (No. 222), forwarding an Order of the House of Commons calling for copies of all correspondence in possession of the Government, received from all sources since 1874, relating to wrecking and coasting in Canadian waters; reciprocity with the United States in these matters; together with the report of Mr. John Lewis to the Minister of Customs in respect to wrecking and towing in Canadian waters, I have to inform you that this Department sent you copies of all correspondence in its possession relating to reciprocity between the Dominion and the United States in the matter of assisting wrecked vessels, on a previous Order of the House, dated 24th March last, relative to reciprocal legislation in regard to using wrecking tugs in the waters of the Dominion and the United States. With regard to the report of Mr. Lewis to the Minister of Customs, and with reference to any correspondence as to coasting in Canadian waters, the Department of Customs will, I have no doubt, furnish the information required on these points.

I return you the Order of the House, together with your letter of the abovementioned date.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

WM. SMITH,

Deputy Minister of Marine.

E. J. LANGEVIN, Esq., Under-Secretary of State. Ottawa.

> . .....

### (154)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;—For a statement shewing: 1st. The number of men employed in repairing the Wharf at Berthier in the County of Montmagny, in each year since 1874; 2nd. The names of the Superintendents of such works; 3rd. The names of the persons to whom the money was remitted; 4th. The amounts remitted each year to such persons; together with copies of all documents, correspondence and pay-lists connected with the said work.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 5th May, 1879.

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

# MESSAGE.

LORNE,

The Governor General transmits to the House of Commons, a copy of a Despatch and of its enclosures which he addressed to the Right Honorable, the Secretary of State for the Colonies, on the subject of the Tariff recently introduced to the Legislature.

GOVERNMENT HOUSE,

OTTAWA, 5th May, 1879.

(No. 77.)

Оттаwa, March 19, 1879.

Sir,-In transmitting herewith :--

1st. A printed copy of the new Tariff.

The Finance Minister's Speech, see Ottawa Citizen, March 15, 1879. Messrs. Cartwright and late Finance Minister, as well as the speeches of the Honorable Mackenzie's Speech, see Toronto Globe, March 17th. Dr. Tupper's, see Ottawa Citizen, March 19th. List of papers from which articles were taken, annexed. A. Mackenzie, and the Honorable C. Tupper. Bard. The leading articles of the Ministerial and Opposition Press.

4th. A memorandum by the Finance Minister, shewing how far, comparatively, England is favored in the new Tariff. I have the honor to state :---

That after six years of prosperity, viz., from 1867 to 1873, which has been called a time of inflation, there was in one year, 1871-72, a surplus in the Treasury amounting to \$3,000,000, and in another, 1870-71, nearly \$4,000,000, and that a reaction of financial depression has followed; and since 1875, although additional taxation has been resorted to by Mr. Mackenzie's Government, there have been deficits in 1875-6, of \$1,900,785; in 1876-7, of \$1,460,027; in 1877-8, of \$1,128,147; and in the first half of 1878-79, of about \$800,000 or more.

That the excise and customs receipts, although population has increased, have given diminishing returns, and have declined in value as follows:—Excise from \$5,594,903 in 1873-4, to \$4,858,671 in 1878-8, while the customs receipts have decreased from \$15,351,011 in 1873-4 to \$12,782,824 in 1877-8.

\$2,568,187	Customs.
736,232,	Excise.
43.738	Bill Stamps.
43,738	877-8, as compared

with that of 1873-4 from the income derived by taxation,

1-155

That the fixed charges for debts, etc., to the Provincial Governments have in creased from \$10,255,798 in 1873-4, to \$11,659,523 in 1877-8, an addition of \$1,403,725, which being a fixed charge cannot be reduced, while the subsidies have only decreased \$280,000.

That the Dominion of Canada is liable for Public Works on the 1st July, 1878, as follows:--

(a)	For completion of Lachine and Welland Canals	\$5,500,000
<b>(</b> b)	The construction of the Pacific Railway from Lake Superior to Red River	6,000,000
(c)	For construction of the branch from French River on Lake Huron to Pembroke	2,500,000
	Making a total of	\$16,000,000

In addition to the liabilities for the construction of Public Works, Canada will have, during the next few years, to provide in England for the following maturing debts :---

In 1880, \$6,665,813; in 1881, \$1,321,300; in 1882, \$2,641,626; in 1883, \$1,639,580; in 1884, \$1,305,240; and in 1885, \$32,467,665.

That in consequence of failure in revenue, and having to provide for the public service, interest on debt, etc., etc., at least \$2,000,000 must be obtained by the new Budget to meet existing deficiencies.

The present Government were returned by a large majority in September, 1878. The issue at the general elections being revenue versus a protective tariff.

A protective tariff, in order to encourage the industries of the Dominion was advocated by the leaders of the then Opposition; and the Government they have since formed do not desire to avail themselves of direct taxation.

They also desire to point to the very hostile action of the American Government towards the Dominion of Canada in all matters relating to tariff; and to the fact that manufacturers in the United States have established combinations under such perfect organization that should any special industry arise in Canada the Canadian market is at once flooded with a corresponding article of American produce, sold below value; the effect of such combination being equal to that which is produced by a Gevernment bounty.

I have, &c., (Signed) LORNE.

The Right Houourable

SIR M. E. HICKS BEACH, Bart.

List of newspapers from which articles were taken on the tariff and which formed an enclosure in No. 77, March 19, 1879

Ottawa Citizen	March	15	Hamilton Speciator	March	17
" Free Press	"	15	Montreal Herald	46	17
Toronto Mail	"	15	" Gazette	"	17
" Globe	"	15	"	"	17
Montreal Gazette	"	15	London Free Press	·	18
Ottawa Free Press	"	17	Toronto Globe	"	18
London Advertiser	"	17	Ottawa Citizen	*6	19
" Free Press	"	17	Halifax Chronicle	• (	17
Toronto Mail	"	17	Montreal Herald	"	19
	"	17	" Gazette	**	19
" Globe	"	17	Ottawa Citizen	"	20

#### (Copy.)

Memoranda to accompany table respecting increased rates of duty upon goods imported into Canada, with special reference to the probable effect upon the trade with Great Britain, United States and West Indies, respectively.

The general effect must certainly be to decrease importations from the United States, and to re-establish commercial relations between Canada and the West Indies, while if it materially alters the measure of trade with Great Britain, it must be on the side of increase, and in several departments this will certainly be the case. The fostering and promoting Canadian industries, and especially manufacture, will not lessen the necessity for large imports of various commodities which are now largely supplied to Canada by Great Britain, but if the result should prove a means of restoring prosperity, as is anticipated, the effect must be most favorable to British mercantile and manufacturing interests; a few examples will serve to illustrate these positions.

Amongst the articles now free, upon which a duty is proposed, one of the most prominent is coal. The supply of this article has heretofore been received chiefly from the United States, and the small proportion received from England has been generally brought in ships as ballast, the duty will consequently fall upon the owners of such ships, but will not so affect the matter as to cause any considerable diminution of the quantities imported. In 1878 the value of coal imported from the United States was \$2,607,000, while from Great Britain the amount was only \$387,454. The duty is 50 cents per ton or about 15 per cent. ad valorem. Should this stimulate the mining enterprise of Nova Scotia, the increased production will find its way chiefly to the Province of Ontario where United States coal is now almost exclusively used, and will not interfere with the consumption of English coal in the Maritime Provinces.

Live cattle and animals were imported in 1878 to the value of \$341,099, of which \$338,015 were received from the United States and \$3,084 from Great Britain. The duty has been increased from 18 per cent. to 20 per cent., but the statement shows that the measure must result only in lessening the imports from the United States, without any appreciable effect upon the English trade.

A much more important item is that of cotton goods of various kinds. The total imports of cotton in 1878 amounted to about \$8,000,000, and of the kinds upon which a considerable increase of duty has been imposed, the value was somewhat under three millions (\$3,000,000), about \$1,000,000 of which was for British goods and the remainder from the United States. These goods consisted mostly of the cheaper kinds of cottons, bleached and unbleached, jeans, denims and kindred goods. The increase of duty on these classes will certainly lessen the imports from United States, and the supply will be obtained partly from Canadian factories and partly from England, and will tend rather to increase than diminish the trade with the latter country.

The higher classes of cottons representing an importation of about \$5,000,000, are principally supplied by Great Britain, and the increase of duty imposed upon them is only 2½ per cent. *ad valorem* which cannot seriously diminish the trade, especially as Canadian mills and factories are not prepared for their production. The proportion imported from England in 18.8 was \$4,000,000 worth to \$1,000,000 from other countries.

Similar statements can be made respecting woollens. The whole value of these goods in 1878 may be stated at \$8,500,000, of which Great Britain furnished about \$1,000,000 worth, of which amount the higher classes reached the value of about \$5,000,000, and the duty thereupon is increased only from  $17\frac{1}{2}$  per cent. to 20 per cent., and as they cannot be made in Canada, and could not be supplied from the United States, except at prices greatly in advance of English goods, the trade cannot be diminished by the small addition of  $2\frac{1}{2}$  per cent to the duty.

Iron and manufactures of iron, iron in bar, rod, sheet, etc., has been admitted heretofore at the low rate of duty of five per cent., and the value of the importations of 1878 was about \$2,400,000, of which about \$1,600,000 was credited to Great Britain. The duty has been increased to 10,  $12\frac{1}{2}$ , 15 and  $17\frac{1}{2}$  per cent., but a large proportion must be imported from Great Britain, as the prices ruling in the United States would not admit of its being purchased there, and the only diminution of the trade at all probable will originate in an increase of Canadian manufactures, but this will much more largely affect the trade with the United States.

In manufactures of iron the case is different. The whole value of the importation was, in 1878, 3,300,000; of this amount, goods to the value of 2,437,000 were imported from the United States. The-e consisted of castings and the coarser descriptions of hardware, while the balance, 861,500, consisted of cutlery and a variety of the finest manufactures of iron and steel, such as neither the United States nor Canada can at present supply. The increased duty on these manufactures ranges from  $2\frac{1}{2}$  to  $7\frac{1}{2}$ , and in some minor matters to 10 per cent. The smallest increase is that which applies to British manufactures, or goods chiefly imported from Great Britain, while the larger increases will fall upon goods now imported from the United States, but which can and will be produced hereafter in Canada.

Referring to the duty on books and periodicals, the arrangement has been adopted with special regard to the higher classes of literature. The effect of charging from an *ad valvrem* duty of five per cent. to a specific duty of six cents per pound will be that the revenue will be principally collected upon publications of small literary or moral worth, while valuable works, such as are priced more in accordance with their literary merit than their mere mechanical form, will pay but a small percentage; books of equal bulk, but comparatively little intrinsic value, will pay a much higher percentage. The former characterize a large proportion of the books imported from England, while the latter, in equally large proportion, characterize the productions of the United States. Bibles, prayer and hymn books are allowed to remain at five per cent., and re-prints of British copyright works are taxed 12½ per cent. for the benefit of the proprietors, in addition to the duty of six cents per pound.

The duties now imposed on grain of all kinds, and flour and meal have been graded with reference to the respective value of each kind and will probably average about 10 per cent., and of the quantity imported the proportion furnished by Great Britain is but a very insignificant fraction; so small as to be but a mere incident of the trade.

Sugars, as will be seen by the table herewith, of the higher qualities are nominally raised from 25 per cent. ad valorem duty to 35 per cent., while the specific duty remains as it was. This ad valorem duty, however, will now be levied on the net cost of sugar imported from the place of growth and production direct, on the net price per pound without the addition of packages, &c., as before, and hence it is not really much more than five per cent. increase; while a provision of law makes the duty also applicable to the drawbacks allowed on refined sugars by the United States and other countries. This provision makes the duty on refined sugars from Great Britain considerably less than the same classes imported from the United States, as their drawback is, on an average, equal to about  $2\frac{1}{2}$  cents per pound on which the ad valorem duty will be collected.

Another effect of the present arrangement will be to increase materially the direct trade between Canada and the West India Islands, which in former years was of very considerable amount, and is a matter of great interest to shipowners and exporters of Canadian fish, lumber and other products.

Silks satins and velvets, chiefly imported from Great Britain, to the value of \$1,500,000 annually, are advanced  $2\frac{1}{2}$  per cent. only; in addition to which, small wares of various descriptions, amounting to about \$4,000,000, are also admitted under the new tariff at 20 per cent., being an increase of  $2\frac{1}{2}$  per cent; while, under the new tariff, out of miscellaneous imports from the United States valued during the fiscal year 1878 at \$25,000,000, and under the old tariff admitted free of duty, from \$15,000,000 to \$18,000,000 will be assessed for duty at a variety of specific, specific and *ad valorem* rates.

STATEMENT SHOWING THE QUANTLY and the United States;	y or value of ; also the Rates	the principal i of Duty paya	or Value of the principal Articles Imported into the Dominion of Canada from Gre also the Rates of Duty payable thereon under the Old and New Tariffs respectively.	o the Dominion of Ca Old and New Tariff	or Value of the principal Articles Imported into the Dominion of Canada from Great Britain also the Rates of Duty payable thereon under the Old and New Tariffs respectively.
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wou or Usatton nannets, ducks and drills, dyed or colored, cottonades, &c., &c	. 649,925 47,125	1,584,351 141,955	175 per cent. ad valorem.	2 cents per square yard & .em 15 per cent. ad valorem	
Warpe, yarne, &c., &c	693	14,674 {	do do do uo	2 cts. per lb. and 15 per cent. ad valorem	
Coloring a manufactures of Cotton, all other.	174,288 3,735,249	191,441 1,622,752	do do		
Ware with Kockingham White, granite or iron stone and fu cream colored ware	385,038	45,890	цо фо фо фо фо фо фо фо фо фо		The largest portion of this The largest portion of this marker is subject to 20 per contrology probably \$300
Fruit, dried	3,872,863 166,018 2,666 9,833	6,127,404 261,430 93,706 18,199	174 per cent. ad valorem. I cent per lb	114 per cent. ad valorem. 1 cent per lb	

42 Victoria.

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	Imports of glass and glass- ware amounted to \$800,- 000 in 1878, but over	\$600,000 worth, embracing the common window and other common glass, is	now rated 20 per cent., or an increase of 2 <sup>4</sup> per cent.	5 per cent. ad valorem 172 per cent. ad valorem. See Memorandum.						
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Lemons and Uranges	Hase and manufactures of, viz : Osrboys, demijoins, pressed bottles, flask, insulators, fruit jare, balls, shades, lamps, chim- neys, globes, ornamental, figur- ed, enamelled, stained, tuted, painted, vitrified, &c Other manufactures of glass dia rubber, manufactures of	on and manufactures of, viz : Pig iron	Bars, rolled or hammered, flats, rounds and squares, band and hoop, sheet, boiler and other plate, Canada plates, nail and spike rods, and all other iron	nut elsewhere provided lot.	Rolled, round wire rods in coil under 4 inch in diameter Iron mails or railway bars Railway fish-plates, frogs, &c Fin plates in the rough Castings, in the rough do finished, stores, &c Loomotive engines, other stear bearines and boilers and machin	Reamless tubing, drawn.	Tacks, brads and sprigs	Sewing machines	do	makers', saddlers' and under- takers'
Lemons and Uranges	Glass and manufactures of, viz : Uarboys, demijohns, pressed bottles, flasks, insulators, fruit jars, balls, shades, lamps, chim- neys, globes, ornamental, figur- ed, enamelled, stained, tuned, painted, vitrified, &c Uther manufactures of glass India rubber, manufactures of	Iron and manufactures of, viz : Pig iron	R of d d d		Roll Iron Rail Tin Cast Loco	Sean	Tack Nails	Sewi	Hard ers	makers', saddlers' and unde takers'
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42 Victoria.

Organs, cabinet, viz.: Reed organs, 2 sets of reeds do over 2 and not over 4 reeds do over 4 and not over 6 reeds do over 6 sets of reeds	Great Britaın.	United States.		-	
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42 Victoria.

### (156)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all accounts and bills shewing in detail with prices, the goods, including vessels, coals, oil and all other supplies furnished to the Department of Marine and Fisheries by the late firm of Messrs. Mitchell & Co., of Montreal, from the 1st January, 1870, to the 1st January, 1874; also, a statement shewing the number of vessels chartered from or through the said Mitchell & Co., the dates of such charters, the amount paid and to whom, and the size of the vessels; also, a statement shewing the whole amount of money paid by the said Department to the said Mitchell & Co., during the said period.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 6th May, 1879.

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

### (157)

To an ADDRESS of the HOUSE OF COMMONS, dated 21st April, 1879:—For copies of all correspondence between the Governments of Newfoundland and of Canada, and between the Government of Canada and any person whatsoever, on the subject of the customs duties which the Government of Newfoundland levies on salt, barrels, &c., used in the Fisheries on board Canadian vessels resorting to the coast of Newfoundland, or that portion of the Labrador coast which is within the jurisdiction of Newfoundland, and in relation to the light dues levied from our fishing vessels resorting to the said coasts.

By Command,

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 5th May, 1879.

The Marquis of Lorne to Sir John Glover.

OTTAWA, 25th January, 1879.

SIR,—I have the honor to transmit to you a copy of a letter from the Secretary of State for Canada, covering a copy of one addressed to the Minister of Marine and Fisheries, by a Mr. John A. McKasey, of Halifax, N.S., respecting the imposition of light dues on Dominion vessels in Newfoundland.

I shall be much obliged by your bringing this correspondence to the notice of your advisers with a view to my Government being furnished with the information <sup>required</sup> regarding lighthouse dues levied in Newfoundland.

I have, &c., (Signed) LORNE.

His Excellency

Sir JOHN GLOVER, R.N., G.C.M.G., Governor of Newfoundland.

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Sir John Glover to the Marquis of Lorne.

GOVERNMENT HOUSE, NEWFOUNDLAND, 22nd March, 1879.

(No. 28.)

My LORD,—I have the honor to acknowledge the receipt of Your Lordship's despatch of the 25th of January, with enclosures respecting the imposition of light dues on Dominion vessels in Newfoundland.

It appears from the extract of the minutes of my Executive Council, a copy of which I have the honor to enclose, that the charges complained of were made through misconception. The collection of such dues from Dominion vessels will be discontinued in future, and the amount already received will be refunded to the Government of the Dominion.

I have, &c.,

(Signed) JOHN H. GLOVER.

The Most Honorable

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

### Extract from the Minutes of the Executive Council of Newfoundland.

The Council have considered the subject-matter of a despatch to His Excellency the Governor, dated 25th January, 1879, from the Governor-General of Canada, with its enclosures, relating to the collection of light dues by Newfoundland officials from Dominion shipping, arriving at those ports on the Newfoundland coast where light houses have been erected and maintained by the Government of Canada.

The Council are of opinion that Dominion registered vessels, arriving from the Dominion at the ports in question, should be exempt from the payment of light dues, the charge for which during last season would appear to have arisen from a misconception regarding the distinction to have been observed in favor of Canadian shipping. The amount of light dues so collected should be refunded to the Government of Canada.

(Signed) E. D. SHEA,

Clerk, Executive Council.

OTTAWA, 30th April, 1879.

SIR,—Referring to your letter, No. 224, of the 23rd April, 1879, I now enclose you a Return to an Address of the House of Commons calling for copies of all correspondence between the Government of Newfoundland and the Government of Canada, and between the Government of Canada and any person whatsoever, on the subject of the Customs duties which the Government of Newfoundland levies on salt, barrels, etc., used in the fisheries, on board Canadian vessels resorting to the coast of Newfoundland, or that portion of the Labrador coast which is within the jurisdiction of Newfoundland, and in relation to the light dues levied upon our fishing vessels resorting to the said coast.

I also return your letter referred to, along with the Order of the House.

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

> (Signed) WM, SMITH, Deputy-Minister of Marine,

E. J. LANGEVIN, Esq., Under-Secretary of State.

#### CONTENTS.

#### Customs Department Newfoundland, etc., and correspondence respecting regulations.

1. Letter from John A. McKasey, to the Hon. the Minister of Marine, dated from Halifax on the 13th of December, 1878, complaining that the Newfoundland Government Customs officials collect light dues from our vessels on that part of the Newfoundland coast from Cape Ray in the Gulf of St. Lawrence, to Cape Norman in the Straits of Belle Isle, and on the Labrador coast in the vicinity of the Straits. Also an account of the money expended by the Dominion Government during the year 1877, etc., etc.

2. Copies of receipts, Custom House Newfoundland, dated May and June, 1878.

3. Copy of a letter from the Deputy-Minister of Marine, dated 26th December, 1878, to John A. McKasey, Esq., acknowledging receipt of his letter of the 13th of December, and informing him that the matter will be brought under the attention of the Minister on his return to Ottawa.

4. Copy of letter from the Deputy-Minister of Marine to the Hon. J. C. Aikins, Secretary of State, dated 15th January, 1879, enclosing letter from Mr. John A. McKasey, with reference to light dues exacted from Dominion vessels in Newfoundland ports, and requesting him to forward it to the Colonial Secretary of Newfoundland, etc.

## HALIFAX, NOVA SCOTIA,

December 13th, 1878.

Hon. Sir,—Feeling it to be my duty, and on behalf of the shipping interests of the Dominion of Canada, I beg leave to point out to you and your colleagues of the Government, the unjustifiable action of the Newfoundland Government Customs Officials in collecting light dues from our vessels on that part of the Newfoundland coast from Cape Ray in the Gulf of St. Lawrence to Cape Norman in the Straits of Belle Isle, and on the Labrador coast in the vicinity of the Straits.

On that part of the coast there are five lighthouses, combining fog alarms and whistles, and are situated at the following named places: Cape Ray, Point Rich, Cape Norman, Belle Island and on Amour Point.

Which lighthouses have been constructed by the Dominion Government; and in connection with this statement I may add, there was a fog-whistle constructed on Belle Island (in the Straits of Belle Isle) in 1876, at a cost of \$1,825.37, which in part goes to prove that the sums expended by our Government from time to time on that coast for the erection of lighthouses has been a large tax on our revenues.

And from the report of the Marine and Fisheries Department, for the year ending 30th June, 1877 I find on pages 106, 107, 108 and 110, the following amounts charged as expended by our Government for the maintenance of lights, alarms and whistles on the Newfoundland coasts.

The charges are :---

Cape Ray Light and Fog Alarm-Keeper and engineer's salary and	1	
for maintenance of light, &c	\$2,436	99
Point Rich Light-Keeper's salary and maintenance of light, &c.	792	
Cape Norman Light-Keeper's salary and maintenance of light.	634	47
Belle Isle Light and Fog Alarm-Keeper and assistant, alaries		
and maintenance of light, &c	1,653	<b>6</b> 0
Forteau Light at Amour Point-Keeper and assistant's salaries		
and maintenance of light, &c	1,019	56
Total annual average cost for maintenance	\$6,537	06

In addition to the [cost for construction, \$6,537.06 is then the average sum expended annually by our Government for the maintenance of lights in the Territories of Newfoundland, independent of our share towards the maintenance of Cape Race light.

These lights have been built for the benefit of international trade, Newfoundland included, and was never contemplated as a source of revenue by our Government, and should not be the means of raising a revenue for a foreign Government, more particularly when from Dominion shipping.

The policy our Government inaugurated in regard to lighthouses some years ago was to make lights free to all the world, and wisely considering the great advantages of lights from a maritime point of view, and after due deliberation, and towards the greater safety of navigating the Gulf of St. Lawrence and the Straits of Belle Isle, more particularly that portion of it in the vicinity of Newfoundland; it was from these considerations determined by our Government to construct the lighthouses referred to, on what is commonly called the French shore, which shore was at the time in dispute between the French and Newfoundland Governments, as regards the ownership of that coast, which dispute is not settled yet.

The policy of the Newfoundland Government in regard to the collection of light dues, are differential; on their own shipping they charge sixpence sterling per ton register, and on foreign and Dominion shipping they collect one shilling per ton sterling. That scale has been the rule for the collection of light dues in the past on the Newfoundland coast, that is, outside the limits of the French shore; and commencing this spring they included the French shore, and now they collect the light dues in every harbor on the Island.

If the lighthouses on the French shore were erected and maintained by the Newfoundland Government there then would be no great reason to complain, except in the matter of differential dues.

In proof of the light dues being collected from Dominion shipping this year, please find two receipts enclosed and annexed; one for \$22.56 on account of light dues paid by Capt. Francis Glawson on his schooner the "Susan and Annie;" the other, receipt for \$11.52, paid by Capt. John Pope on account of the schooner "Zephyr;" both amounts have been paid at Bonne Bay to Henry H. Taylor, subcollector for that port.

I considered it unnecessary to send you any more receipts, as the two enclosed would be sufficient to prove the injustice.

When you seriously consider the number of vessels from Nova Scotia, Prince Edward Island, New Brunswick and the Canadas, trading and prosecuting the fisheries on the Labrador and Newfoundland coast, that should happen from business or stress of weather to enter the several harbors on that shore, and have to pay tribute, as it were, to the treasury of that Government in the name of light dues, and on lights erected and maintained by our Government, you will concur with me and say, from that fact, that the action of the Newfoundland Government in this matter is simply ridiculous.

Our shipping has paid this year a considerable sum for light dues towards the revenues of that country, which dues should be recouped to our Government.

It is possible, when this matter is represented officially to the Newfoundland Government, they will not hesitate to have the question satisfactorily settled, and the dues collected for lights from our sh pping refunded.

Feeling assured that you will give this subject your earsest consideration, and at an early day will enter into correspondence with the Government of Newfoundland in regard to recouping the dues already paid and to the settlement of this unreasonable tariff collection, I respectfully request the acknowledgment of the enclosed certificates for light dues, and stating your opinion as to getting the dues paid by our people recouped, and omitting the light tax on that part of the Newfoundland coast for the future.

In conclusion I beg to state from letter of the 9th inst., received from Captain Glawson of schooner "Susan and Annie," he states that he has been down to that

coast in each year for the last 23 years, and this is the first year he has been asked and made pay the tax, hence the dissatisfaction. He further states that all our vessels had to pay this year on entering their harbors.

I have the honor to remain,

Yours respectfully,

(Signed) JOHN A. McKASEY,

Hon. J. C. POPE, Minister of Marine and Fisheries, Ottawa.

> CUSTOM HOUSE, BONNE BAY, NEWFOUNDLAND, 20th May, 1878.

Received of Francis Glawson, Master of the "Susan and Annie," from Halifax, burthen per register, 94 tons, twenty-two dollars and fifty-six cents, on account of light dues.

(Signed) HENRY H. TAYLOR,

Sub-Collector.

CUSTOM HOUSE, BONNE BAY, NEWFOUNDLAND, 5th June, 1873.

Received of John Pope, Master of the "Zephyr," from Halifax, burthen per register, 48 tons, eleven dollars and fifty-two cents, on account of light dues.

(Signed) HENRY H. TAYLOR,

Sub-Collector.

OTTAWA, 26th December, 1878.

SIR,—I have to acknowledge receipt of your letter of the 13th instant, addressed to the Minister of Marine, with reference to the action of the Newfoundland Government in collecting Light dues from Canadian vessels, and I am to inform you that the matter will be brought under the attention of the Minister on his return to Ottawa.

I am Sir,

Your most obedient servant,

(Signed) WILLIAM SMITH,

Deputy Minister of Marine.

JOHN A. MCKASEY, Esq., Halifax, N.S.

#### OTTAWA, 15th January, 1879.

SIR,—I have the honor to enclose herewith copy of a letter received from Mr. John A. McKasey, of Halifax, with reference to the light dues exacted from Dominion vessels in Newfoundland ports, and I am to request that it may be forwarded to the Colonial Secretary of Newfoundland, with the request that he will be good enough to state the rate of light dues levied on vessels in Newfoundland, and whether there is any differential rate levied in favor of vessels belonging to that

colony, and also, whether the statements made in Mr. McKasey's letter are accurate. 1 am also to request that application may be made for a copy of the Act under which light dues are collected in Newfoundland.

I have the honor to be, Sir,

Your most obedient servant,

(Signed) WM. SMITH,

Deputy-Minister of Marine, dc.

Hon. J. C. AIKENS, Secretary of State, Ottawa.

#### OTTAWA, 2nd May, 1879

SIR,—In returning you the enclosed address from the House of Commons, bearing date the 21st ultimo, for copies of correspondence respecting duties on goods used in fisheries, on board of Canadian vessels on the coast of Newfoundland, &c., &c., I beg leave to inform you that no such documents are to be found in this Department.

I have the honor to be, Sir,

Your obedient servant,

J. JOHNSON,

**F. J. LANGEVIN**, Esq., Under Secretary of State, Ottawa.

### (158)

To an ADDRESS of the HOUSE OF COMMONS, dated 29th April, 1879;—For: 1st. The names and residences of all licensed Engineers in the Dominion of Canada, with the class to which each belongs. 2nd. The sum each licensed Engineer has paid for his license, as well as the various annual sums paid by him for licenses under the operation of laws or rules in force in Canada, the authority in virtue of which the licensed Engineers have paid these last mentioned sums of money since Confederation.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 7th May, 1879.

# RETURN

## (159)

To an ORDER of the HOUSE OF COMMONS, dated 19th February, 1879;— For a statement shewing the names of all persons appointed to the offices of Inland Revenue, Customs and Post Office, Toronto, between November 4th, 1873, and October 10th, 1878; the dates of such appointments, their salaries, when appointed, and whether increased during the above periods, and if so, the amount of such increase.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 7th May, 1879.

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

### (160)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of the Tenders received for building the Steamboat *The Northern Light*; the names of the parties tendering, and the price agreed upon in the contract, and all the papers connected with her construction; the names of the Inspectors employed during the construction of that vessel and the salary paid to such Inspectors; the amount expended for repairs on this boat since it began to run; and also, the sum paid to keep it running between Pictou and Georgetown up to the 1st January, 1879.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 7th May, 1879.

# RETURN

# (161)

To an ORDER of the HOUSE OF COMMONS, dated 5th May, 1879;—For the names of all officials in New Brunswick, who are entitled to receive copies of the *Canada Gazette*.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 9th May, 1879.

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

## (162)

To an ORDER of the House OF COMMONS, dated 31st March, 1879;—For copies of all correspondence, documents and tenders in relation to the furnishing of coal oil or other oils for the Lighthouses on the River St. Lawrence, in the Province of Quebec, and in the Gulf, since 1873; also, copies of all contracts, bargains or agreements with the parties now furnishing the same, shewing their names, the amount of their tenders, the date and duration of their contracts, and the reasons why such contracts were awarded them.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 8th May, 1879.

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

### (163)

To an ADDRESS of the SENATE, dated 21st April, 1879 : For copies of the Report and Profiles of a Survey for a line of Railway from Sault Ste. Marie, eastward, made in 1871, by Mr. Murdock, C.E.

By Command.

J. C. AIKINS.

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

OTTAWA, 8th May, 1879.

#### OTTAWA, 9th February, 1872.

SIR,-According to your instructions at Ottawa, 22nd June, 1871, I proceeded to the Sault St. Marie, and commenced a survey on the American side of the canal and shore line of the south side of Lake Superior, establishing points of triangulation, tying them in with a base line running due east and west astronomic, on the Saint Mary's Island; also of shores on the Canadian side, making my westerly triangulation line the proposed location for a bridge, and took soundings on it every twenty-five feet and found the bottom to be, in all cases, near sandstone rock, and the result is shown on the profile.

I then continued my line easterly on the flats of the St. Mary's River, passing through a portion of the rear of St. Mary's Village, immediately under the ridge of clay bluffs for four miles, the continuing on the flats of the river to the crossings of Root River which will involve a span of 100 feet on sandy soil with 1,200 feet of a bank, including both sides, 15 feet high; thence on to Garden River, where a span of 120 feet will be required, founations (clay bottom) and an approach of bank on east side of 250 feet long and 10 feet high, thence on to Echo River where a span of 150 feet would be sufficient on clay foundations. Up to this point, it would be merely bank from side ditches through light sand and gravel, almost on a level from Sault Ste. Marie, slightly timbered with second growth of pine poplars, balsam, and small birch, a distance of 181 miles; then onward for one mile a continuation of the same work, the next mile being a side hill cut and full of loose boulders and sand; thence for six miles of prairie land, sand and clay subsoil. to the flats of Bar River, where we get on an easy grade to the crossings of it. There, I may mention that there are

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about 15,000 acres of meadow land fit for grazing purposes and thinly timbered in clumps. The crossings of Bar River, three in number, will require 50 feet spans on rock foundations 15 feet above the ordinary low water level; here some side-hill, cut and fill of rock is required, 500 cubic yards of rock in all the rest from borrow ground. At one mile further on of level ground we begin to rise to the height of land on a grade of about 1.12 per 100 for two miles. By keeping the lines a little to the north the work could be made easier than present profile, and would be principally loose rock, with plenty of borrow ground of sand where material could be obtained. On from this point for 2,000 feet, a bank averaging 10 feet high, rising 1 per 100, brings us at the height of land at station 1,653, where a rock cut of 2,000 feet in length and 20 feet deep is necessary; then, descending on the other side for three miles in the valley of a small stream of sandy bottom, then the line will be on an easy side hill with a bank of 10 feet for a mile, rising 1 per 100, to station 1,900, where a rock-cut of 1,200 feet long and 20 feet deep will be required.

Thence, on to Desert Lake, with easy grade and work where, for one and a half miles along the shores of the lake, there will be side-hill cut and fill, principally rock, and middling heavy work. On leaving the shores of the Desert Lake, we rise on easy grade to a table-land of clay until we reach the Thessalon River, a distance of five and a-half miles, and partly along the shores of Ottertail Lake; nearly all the work will be bank from side ditches, with four or five cuts averaging five feet deep, for about 4,000 feet in all. At the Thessalon River a bridge of 100 feet span will be sufficient (foundations clay). It would be here necessary to lower the river by making a cut at the falls, which are two miles below this point, which can be easily done, only involving 300 feet of rock-cut, six feet of an opening six feet deep, which would lower the river at least five feet and drain all the adjacent lands which are covered in the spring of the year with four or five feet of water. On crossing the river, we have wet beaver meadow (clay bottom) for two miles, to Station 2440. Here, by present profile, there is a cut 3,000 feet long, twenty-five feet deep, rising one per 100 on a curve which is composed of loose boulders and gravel on top, with probably rock bottom.

This cut, I think, can be avoided by keeping the line further south, near the Thessalon River, and reaching the same elevation on an easy grade in about four miles, joining the same line at about Station 2650, making the line more direct and with less curvature.

Thence, for twelve miles, over sandy soil, with no grades of any consequence, almost level, the work will be bank from side ditches, with small mixed timber and some large pine. Then, for two miles, the work will be heavier, being sandstone cuts in places, and at Station 3360 a cut of twenty-five feet deep and 1,000 feet long has to be taken out of sand-rock.

Thence, for a distance of six and a-half miles, through sandy soil and loose boulders, to Station 3710, there is moderately easy work and easy grades. Here a cut, averaging fifteen feet deep and 2,000 feet long, composed of sand and boulders, has to be taken out.

We now reach the Valley of the Mississaga River, extending on a flat, sandy plain for two miles, to the crossing of the river.

The bank on the west side being twenty feet above the ordinary level of the water and all sand; on the east side the bank is rock and twenty-five feet above the water, requiring a bridge of 200 feet span.

Then, three-quarters of a mile further on, on level ground, is the River Obatitgosing, it will require a span of seventy-five feet; then, the ground extending for thirteen miles is perfectly level; in places, an open sandy plain, thinly timbered with scattering pine and balsam, on which distance the work would be bank from side-ditches.

This now brings me to the crossing of Blind River, where a span of 100 feet would do, with rock foundation on either side.

On the east side an average cut of five feet for 1,500 would be necessary, rising one per 100, and the same amount of cut for the srme distance getting into the Valley of Blind River, which we gradually leave, getting five miles of ash and cedar swamp, with good bottom, almost level, to Station 4852. Then, from there to the end of the first 100 miles of instrumental work, we go over rocky ground, composed by loose boulders and sand; easy grades all the way. This portion is timbered with small oak, maple, birch and scrubby pine, and this last portion of the line is, in places, touching Lake Huron.

All the rivers mentioned rise from 4 to 5 feet in the Spring, and many of them are dammed back by saw-mills, causing much flooding in the spring and fall of the year.

On commencing my reconnoissance of the country where my instrumental survey finished at Station 4,296, I explored eastward on a level platform on an elevation about 50 miles above Lake Huron, for a distance of five miles when I came to a small creek running parallel to the shore and got down on it on an easy grade to the Lake, crossing at the junction of another stream, where a 50 foot span is necessary; rock on both sides. At this point the line would have to be built along the banks of the shore, partly in the water, for upwards of a mile or more; the most of the distance in a shallow sandy beach; some of the small bays will be four feet deep; this brings you to the natural flats of the Valley of Serpent River passing close to Mr. Walsh's steam saw-mills where tugs and vessels load lumber; thence, following the Valley on the west side of Serpent River to a distance of six and a-half miles, almost perfectly level, with clay soil and burnt cedar, timber and pine.

At this point we cross the river where a bridge of 100 feet span would be sufficient, with, I think, rock bottom at no great depth for foundation.

Up to this point the country is burnt and unfit for settlement; onwards onehalf mile from hore, on the east side of the river and parallel to it, we come to the height to be surmounted between Serpent and Spanish Rivers; this is a rock bluff with a natural gully in it about 45 feet high, which requires a cut of 20 feet for 300 feet with a bank approach from the south of 10 feet average for 3,000; this will bring you on an east flat leading to Spanish Bay, a distance of two miles, where a natural valley commences running parallel to Spanish Bay and River, perfectly level, on clay soil, principally covered with burnt windfall for some miles, and for long distances upon tamarack burnt land averaging from one-half to one mile in width ; for 18 miles from the shore of Lake Huron, with maple on the ridges in places. At this point we cross the Spanish River, where McGee's Creek comes in on the east side; the banks are about fifteen feet high, composed of sand, and the river at this place is 300 feet wide and twelve feet deep.

Thence we follow the flats of McGee's Creek for a distance of 18 miles on the south side, having to cross it about two miles from the mouth with a twenty-four foot span.

We rise this distance on an easy grade, over four rapids, making, in all, about sixty feet. Then we get into open plains for about three miles; then follow flat tamarac swamp through a natural valley to a point one mile north of Long Lake, continuing on parallel to the lake till we reach the lake called White Fish Home; thence in a south-easterly direction till we come to what is called the Fifth Portage on Long Lake, crossing a small creek; thence running easterly along the bank of stream for one mile we cross the connecting waters of Long Lake; requiring a fifty feet span; thence running easterly to Lake No. 2, between Lake one and two, there is a small height of land fifteen feet high which only requires a cut of ten feet deep, thirty feet long, of rock. I then passed on the south shores of Lakes No. 3, 4, 5, 6 and 7 as shown on my sketch-plan running due east, or the line may be taken north of Lakes 5, 6 and 7 in a natural valley. A line can be built with no heavy work being partly side hill cut and fill of clay, sand and some small knolls of rock twelve feet high with good level valleys between the lakes, a distance of five or six miles. Then, from this point we went due east on dry level meadows for about four miles; thence along the south side of Lake No. 14, and crossing between 15 and 16 in natural level valley, the direction of which is shown on my sketch-plan, through tamarac, cedar and balsam, up to Lake No. 18, a distance of about six miles further. At this point the land becomes

broken with small clay hills; here we cross a small stream between two lakes, and on the east side of Lake No. 18 the granite begins, and we rise about forty feet in a quarter of a mile, where you reach a level plateau of a mile, crossing a lumberman's road, when we begin descending to Lake No. 20 on an easy grade, only a small ridge-bone of rock separating the level land from the valleys, which we follow for one mile. At Lake 20 the line will cross, as it is shallow clay bottom, and it is raised four feet by a beaver-dam. Then we take the natural portage between Lakes 20 and 21, due east, which is a valley between them, being broken by a clay ridge, with probably rock below, forty feet high and 300 across, about the same levels on both sides. This valley leads in a direct line to Lake No. 21, which is the head waters of the east branch of the Mate-ze na-zing River, which empties into Lake Huron at Collins' Inlet. The line will follow the north and east side of Lake 21, which is side hill and flat in places, to the valley of a creek coming from Lake 22, thence on clay soil for a mile to a low granite ridge, running north and south. A cut of fifteen feet deep and 600 feet long will have to be taken out, and the line will pass on the south side ot Lake 22. We then meet a natural valley bearing E.N.E. for three miles, quite level, to a small pond, the source of what is called Swamp Creek, with wide level valley, and opening into extensive clay flats as it nears the Watinapitabe River from Lake 21, where the country is all burnt over and timber of all kinds destroyed, but the soil is strong clay, the vegetable mould being all burnt off the top, and with imperceptible fall the whole distance. The crossing of the Wahnapitabe River will be about 200 feet wide, on clay subsoil. We then continue south east on the natural flats of the river for four or five miles to the crossing of a creek, fifty feet wide, level banks ten feet above water; thence east, rising easily to the height of land, which is clay, probably twelve feet deep, where there will be a cut 800 feet long, twelve to fifteen feet deep, We then enter a good valley, running south-east for a mile; thence east two miles to a Lake No. 23, at the entrance of which there will be an easy side-hill cut and fill of granite, 300 feet long; thence across a shallow bay 500 feet. Then on the west shore of the lake we have to make an unavoidable crossing to an island, 500 feet across, thirty feet deep; thence to Island No. 2, there is a small channel, 30 feet wide. Then, with a bank for 1,000 feet, ten feet high, we get into a natural valley, running due east for one and one half miles; thence south east one and one-half miles; thence onehalf mile to a low bluff of rock, which, with a low bank approach, rising about 0.50 per 100, will give a cut of ten feet for 300 feet long, which brings us to the summit, and then begins falling easily for one mile; thence south-east, curving around three small lakes, on ordinary ground and work, till we reach a valley bearing S.S.E., clay bottom, between granite bluffs, forty feet high, running almost in a straight line for a distance of ten miles, varying from 500 to 600 feet wide, and thinly timbered with burnt dead tamarac, in many places open altogether; thence running S.E. to the first crossing of French River, on almost level ground we come to the main channel, which is 600 foet across, thirty feet deep in the channel for 300 feet and open all the year round with strong current, rock on both sides, meeting the same depression or valley on the other side, continuing to the middle branch of French River straight for a mile, which only involves a crossing of sixty feet, about two feet of water passing through in a small rapid, the banks are about twenty-five feet high, requiring abutments of fifteen feet high on the rock foundations; here the valley is broken, and will require about 15,000 cubic yards of fill, with a sidehill cut of clay for half a mile on a rise of 1 per 100, which brings us to a level plateau of splendid land, where we run almost due east for two and a half miles; we come to the Horse Rapids, or last crossing of French River, which will require a crossing of 100 feet rock foundation, on both sides about twenty-five feet above the usual low water level; thence for a mile the land is slightly broken with rocky knolls but level around them; thence we have level land for two miles, till we reach the crossing of Pickerel River, bearing E.S.E.; thence S.E., for about fifteen miles there are extensive flats, fit for settlement-clay laom timbered with white oak, and rock elm, and maple, birch, basswood, ironwood, hemlock and cedar.

The crossings of the Pickerel River will be about 100 feet wide, sandy bottom and shallow clay on each side.

This point will be suitable for the junction of the various projected lines coming from Ontario and Quebec, having all the advantages of soil and timber, and being an extensive plateau of good land.

I am, Sir,

Your obedient servant,

(Signed)

Engineer-in-Charge of Division W.

WILLIAM MURDOCH.

SANDFORD FLEMING, Esq.,

Engineer-in-Chief,

Canadian Pacific Railway.

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# CONTRACTS

LET BY

# DEPARTMENT OF PUBLIC WORKS

FROM

# 27th MARCH, 1878, TO 10th MARCH, 1879.

Printed by Order of Parliament.



OTTAWA: PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET. 1879.

### (164)

To an ORDER of the HOUSE OF COMMONS, dated 3rd March, 1879;—For a Statement showing the dates upon which Tenders were received for Public Works; the dates upon which the contracts were awarded; if not, Statement of the Tenders with the names of those making them and their amount respectively, including and below that accepted by the Department; whether, in cases where the lowest Tender was accepted, the contract was made with the persons tendering in such Tender, or if other and what names were substituted; and whether, in cases where the lowest Tender was not accepted, a higher Tender was accepted after report of the Engineer of the Department and by Order in Council, upon the report of the Minister setting forth reasons for such action, the whole covering the period between the 1st November, 1873, and the 10th October, 1878.

By Command.

J. C AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

N.B.—This Return also contains the information asked for in Address of the 10th March, *vide* letter from Secretary of Department of Public Works, herewith.

OTTAWA, May, 1879.

SIR,—I beg herewith to enclose the Return in answer to the two Orders from the House of Commons, dated respectively the 3rd and 10th of March, 1879, calling for information respecting contracts let for Public Works, between 1st May, 1873, and the 10th October, 1878.

This Return is made to cover only the period from the 27th March, 1878, up to the 10th March, 1879, as a list of the contracts let for Public Works and information respecting them has already been laid before the House and printed by Order of Parliament for the period extending from the 1st July, 1867, to the 27th March, 1878.

I have the honor to be,

Sir,

Your obedient servant,

F. BRUAN,

Secretary.

EDWARD J. LANGEVIN, Esq., Under-Secretary of State, &c., Ottawa.

Return to an Order of the House of Commons, dated 10th March, 1879, for copies of all Tenders received by the Department of Public Works for the construction, enlargement or renewal of all Canals, Railways, Piers, Docks and Harbors in the Dominion, from the 1st day of May, 1873, to the 10th October, 1878, giving the names of the Tenderers, the schedule of prices accompanying, or forming part of each tender, the estimated quantities in detail on which the aggregate sum of each tender was ascertained; specifying the lowest tender in each case; the names of the parties to whom each contract was awarded; the engineer's estimate in detail of the cost of each contract; the time at which each contract stipulated the work should be completed, and the time at which, if finished, it was actually completed; the gross amount paid each contractor in fulfilment of his contract, and the actual quantities in which such gross sum was computed as compared with the estimated quantities; specifying the contracts still incomplete, the percentage of each kind of work remaining undone, the percentage of gross sum of contract paid, and the percentage which should have been paid in proportion to the amount of work performed; the amount paid on each contract unfinished on account of progress estimates, and the amount of deduction remaining in the hands of the Government; the nature, character and amount of deposit for security on each contract in the hands of the Government; the names of any contractors who have failed in fulfilling their contract, and the amount of the deposits and deductions from progress estimates forfeited on account of such failure or non-fulfilment of the contract; all contracts of the above kind of works awarded without calling for tenders; all changes made by Order in Council, or otherwise, in any such cont acts, whether in prices or in any other manner, relieving the contractor of his obligations, with a full detail of such changes.

by by 79.		offer No. ear. ted	and 86th 30n-	ac-aco ate ate ate ate 378.
profaces this Statement), showing the Number and Nature of Commons, dated the 3rd and 10th March, 1879 (copy of which the Department of Public Works from the 27th March, 1878, to the 10th March, 1879, a similar Return having been made to the Commons and printed by Order of Parliament, for the period extending from the 1st July, 1867, to the 27th March, 1879.	Explanations.	<ul> <li>Bubbaidy for running a Steamer No tenders invited. Mr. G. B. Milne sent in an offer between Gaapé and Camp-through Mr. C. J. Brydges, dated February 23, 1878, No. beluea.</li> <li>Bi,174, offaring to perform this service for \$5,000 a year. Mr. Milne's offer was accepted by O.C. No. 15,485, dated 8th April, 1078. Time stipulated for completion of contract, year to year.</li> </ul>	Intercolonial RailwaySupply No tenders invited. Offer of Moncton Gas-light and Water and Gas for work- Water Co. accepted by O.C. No. 15,393, dated 26th shops, Moncton, N.R. March, 1878. Time stipulated for completion of con- tract, 10 years from commencement of supply.	Four tenders received. Lowest accepted. Name on accepted tender, North-West Transportation Co. Date of receipt of tender, 1914 March, 1378. Oppies of tenders, Appendix 1. Betimated quantities on which tenders were extended, Appendix 1. Time stipulated for completion of contract, 15th September, 1378. Gross amount paid Contractors to date, \$60,600. Security deposit-Bank deposit receipt, \$4,700.
use of Commons, dated th Nature of Contracts, with rch, 1878, to the 10th Mar for the period extending fi	Nature of Contract.	Bubsidy for running a Steamer between Gaspé and Camp- belltan.	Intercolonial RailwarSupply Water und Gas for work- shops, Moncton, N.R.	Canadian Pacific Railway Transport of Rails from Kingston to St. Boniface and Emerson,
1 the Ho nber and 27th Ma cliament,	Difference between lowest Tender and Price given.			
ders fron f the Nur from the ler of Pa	Amount of Contract awarded.	\$5,000 per annum.	Water, 3,000 per annum. Gas, 3.25 per 1,000 feet.	90,000
to two Oi , showing ic Works ad by Ord	Amount of lowest Tender received.	\$5,000 per \$5,000 per	Water, Water, 3,000 per 3,000 per Annum. Gas, 3.25 Gas, 3.25 1,000 feet. 1,000 feet.	90,000
STATEMENT made in answer prefaces this Statement the Department of Publ the Commons and print	Name of Contractor, and Number and Date of Contract.	715 G. B. Milne, Letter No. 8,937. April 11, 1878.	716 Moncton Gas-light and Water Co. No. 5,623. April 23, 1878.	North-West Transportation Oc. No. 6,024. May 29, 1878.
STAT	Number.		116	717
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Explanations.	<ul> <li>Supply and delivery at Fort Sixteen tenders received. Lowest accepted. Name on William or Duluth of 4801 accepted tender, Cooper, Fairman &amp; Co. Date of reasts of Railway Spikes. Appendix 2. Estimated quantities on which tenders tender, 19th March, 1878. Copies of tenders appendix 2. Trime stipulated for complexities on which tenders pleidon of contract, elose of margation, 1878. Contract</li> </ul>	31,200. Determine the poster-bank deposit receipt, 3,1,200. Twenty-five tenders received in two forms, one for a distinct price for the work of each trade, and the other a dust and the other work. Lowest accepted for the work, excepting smith's work. Names on ac- cepted tender: James Murphy and A. Jones. Date of receipt of tender, 20th May, 1878. Mr. Murphy declined to accept only a portion of the works. See No. 74,268, 29th May, 1878. Mr. A. Jones has offered to substitute Messre. D. S. Booth and Thomas Dod- dridge as his partners in lieu of Mr. Murphy which offer was accepted by 0.0. No. 74,309. dated 6th	June, 1878. Copies of tenders, Appendix 8. Beti- mated quantities on which tenders were extended, Appendix 8. Time stipulated for completion of con- tracts 31st December, 1878. Gross amount paid Con- tractors to date, \$12,900. Security deposit-Origin- ally bank deposit receipt, now mortgage on real estate, \$3,560.
Nature of Contract.	upply and delivery at Fort 8 William or Duluth of 4801 tous of Railway Spikes.	Public BuildingsRebuilding Post Office, St. John, N.B., excepting smith and founder's work.	do for smith's work
Difference between lowest Tender and Price given.			
Amount of Contract awarded.	\$23,780	75,452 09. 8.nd sche- dule of rates.	24,000
Amount of lewest Tender received.	<b>\$2</b> 3, 780	75,452 09 and sche- dule of rates.	24,000
Name of Contractor, Number and Date Oontract.	718 Cooper, Fairman & Co. No. 5,631. June 3, 1878.	Jones, Rooth & Dodridge. No. 5,645. June 13, 1873.	730 Robt. Flaherty & Co. No. 5.047. June 18, 1878.
Mumber.	718	11	130

tract, 31st December, 1879. Security deposit- Originally bank deposit receipt, now city and county bonds, \$1,200. No amount yet paid to Contractors, Robert Flaherty & Co.	000485659	Post Tweive tenders received. Lowest accepted. Names on accepted tender, Napoleon Larose and Alazandre Paquette. Date of receipt of tender, 3rd September 1877. Mr. Larose subsequently, by a letter addressed to the Department, dated 4th June, 1878, No. 74,856 requested to have his name struck off the tender. The contract was accordingly antered into with Mr. Paquette as sole Contractor, and was approved by O.C. No. 76,070, dated 2nd September, 1872. Ooples of tenders, Appendix 9. Time stipulated for completion of contract solth November, 1878. Gross amount paid Contractor to date, \$3,585.70. Cotract complete. No security deposit.	Railway, Frifteen tenders received. Lowest accepted. Name on Boniface accepted tender, T. Kavanagh. Date of receipt of ten- der, 1st March, 1878. No U.C. for the additional Messue. Murphy & Upier's names, they being additional security. Copies of barders, Appendix 10. Batimated quantities on which tenders were extended, Appendix 10. Time stipulated for completion of contract, 1st December, 1879. Gross amount paid Contractors to date, \$55,500.00. Security deposit-Originally, bank deposit receipt, \$9,400; now, mortgage for \$9,600.	Dredging Bay of Quinté, Lake Six tenders received. Lowest accepted. Name on accept- ed tender, Cornelius Daly. Date of receipt of tender, 17th June, 1878. Copies of tenders, Appendix 11. Betimated quantities on which tenders were extended, Appendix 11. Time stipulated for completion of con- tract, close of navigation, 1878. Gross amount paid Contractor to date, \$\$,884.31. Contract complete. No security deposit.
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	ilway es fi ce.		Railw Bonif	té, L
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	Canadian Pacific Railw Transport of Spikes Duluth to St. Boniface.	Public Buildings.—Build Office, St. John, N.B.	Canadian Pacific Railway, Pembina Branch, St. Boniface to Emerson.	dgin Jutar
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	<b>5</b> ,175 00	5,753 34	02 50	ber
		2	23 <b>2,</b> 2	4.95 hour.
	Red River Transportation Co. N. W. Kittson, Manager. Letters No. 9.108, May 29, 1878, and No. 9, 144, June 10, 1878.	652.	U Dune	657.
	portu Kitu ters 1878, 10, 18	No. 5,652.	<b>*</b>	No. 5
	Tran W. Let 29, June		5,65,	1878. 1878.
	Vor N. Ber. May 144,	Aler. Paquette. June 21, 1878.	8 <sup>th</sup> , 1 8 No. 78.	u <b>s D</b> . st 9,
	Red River Co. N. Manager 9,108, Mi No. 9,144	lune ?	Vana, 21, 18	Augu
-			723 [Kavanegh, Murphy & Up- per. No. 5,653. June 21, 1878.	724 Oornelius Daly. No. 5,657. August 9, 1878.
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Different     Explanations.       Different     Nature of Contract.       Different     Explanations.       Different     Different       Distrumt     Distrumt
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14. Time stipulated for completion of contract, 31st 1 October, 1878. Gross amount paid Contractor to date, \$3,000: No security deposit.	Four tenders received. Lowest accepted. Name on ac- cepted tender, Francis McKenna. Copies of tenders, Appeadir O. Time stipulated for completion of con- tract, and of summer of 1878. Gross amount paid Con- tractor to date, \$76.40. Constract complete. No security deposit.	Eight tenders received. Second lowest accepted. First lowest, O. Legris, \$4.96 per ton. Second lowest, L. Fauteur, \$5.06 per ton. By a Letter No. 75,114, dated 16th July, 1879, addressed to this Department, Mr. O. Legris has withdrawn his tender. Mr. L. Fauteur's tender accepted by O. C. No. 75,213, dated 23rd July 1878. Name on accepted tender, Léandre Fauteur. Date of receipt of tender, Rh July, 1978. Oppies of tenders were actended, Appendiz 15. Time stipulated tenders were trended, Appendiz 15. Time stipulated for completion of contracti, 1st October, 1878. Gross amount paid Oontractor to date, \$763.33. Onitract com- plete. No security deposit.	Eight tenders received. Lowest accepted. Name on ac- cepted tender, A. McIntosh. Date of receipt of tender, 8th July, 1878. Copies of tenders, Appendix 16. Retimated quantities on which tenders were extended, Appendix 16. Time stipulated for completion of con- tract. 1st October, 1878. Gross amount paid Con- tractor to date, \$2,197.67. Contract complete. No security deposit.	Twenty-six tenders received. Lowest accepted. Names on accepted tender, Roht, H. McGreevy and John Heney. By a Letter No. 16,139, dated 19th Jury, 1878, Hr. McGreevy asks leave to withdraw his name from the tender, and by a Letter No. 16,138, dated 18t Aug., 1878, Nr. Heney requests that the names of Alphouse Charle- bois and Thomas Flood be put in lieut thereof in the con- tract. Said request was approved by O. C. No. 16,296, dated 2nd Sept., 1878. Date of receipt of tender, 29th June, 1878. Opples of tenders, Appendix 16t guantities on Which tenders were extended, Appendix 10, Time stipulated for completion of contract, 1st S3100. Security deposit-Originally, bank deposit re- ceipt, \$39,000; now, bank deposit receipt, \$20,000;
	Watering streets. Ottawa	do Supply of coal	do do	Canadian Pacific Railway-
	12 per month.	5.06 per 10 cts. per ton. [889 ton.	2,196	809,813
	12 per month.	ton. ber	2,196	809 813
	Francis McKeuna. Letter No. 73,359. April, 1878.	Léandre Fauteux. No. 5,671. August 10, 1878.	A. McIntosh. No. 5,672. August 9, 1878.	Hener, Charlebois & Flood. No. 5,674. August 2, 1878.
	729	130	4 731	732

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Namo Namo Number sector, Number sector, Amount of Contract Contract. Contract. Nender received. Manuat of Contract Interest Tender and Price given. Nature Contract. Nature Price given. Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature Nature	Fifteen tenders received. Third lowest accepted. First lowest, Jos. Archer, Sr.: St. Louis Gate, \$12,909; Keut Gate, \$14,162. Second lowest, J. Low : St. Jouis Gate, \$13,046,16; Kent Gate, \$14,192.66. Third lowest, Mallette & Ourran, St. Louis Gate, \$14,367.15; Kent Gate, \$14,622.89. By a Letter No. 75,269, dated 18th July, 1878, Mr. Jos. Archer informs the Depart- mentthat an error has been made in his tenders, which he request to have restified by making the figures read \$31,111 for both gates. By a Letter No. 76,153.	dated July 23, 1378, Mr. J. Low has requested to be granted until the 34th July to make the required 5 per cent. security deposit, but has failed to make it The contract was then awarded to Messra. Mallette & Cur- ran by O. C. No. 75,560, dated 1st Aug., 1878, By a Letter No. 75,416, dated 1st Aug., 1878, Mr. Curran withdraws his name from both tenders. The contract was then awarded to Mr. Mallette alone for the two gates by O. O. No. 76,981, dated 2nd Spr., 1878, Names on accepted tender, Mallette alone for the two gates by O. O. No. 76,981, dated 2nd Spr., 1878, Names on accepted tender, Mallette & Curran. Date of re- ceipt of tenders, Jath July, 1878. Ooppies of the ontract were then awarded to Mr. Mallette alone for the two gates by O. O. No. 76,981, dated 2nd Sath, 3640, Apte of the forthe for the fourtient of the forthe on accepted tender, Mallette & Curran. Date of re- ceipt of tenders, Jath July, 1878. Ooppies of the ontract were extended: for St. Louis Gate, Appendix I7; for Kent Gate, Appendix 18. Time stipulated for com- pletion of contract. 20th Nor, 1878. Gross amount paid Contractor to date: for St. Louis Gate, \$5,260; for Kent Gate, \$3,570. Security deposits: for St. Louis Gate, bank deposit receipt, \$1,400; for Kent Gate, bank deposit receipt, \$1,400; for Kent
Nature of Contract.	\$1,458 15 Dufferin Improvements, Quebec. and sche- dule of rates.	do Kent Gate.
Difference between lowest Tender and Price given.	\$1,458 15 1 and sche- dule of rates.	400 89 & subedule of rates.
Атопе об Сопетесе вжитес.	\$13,909 & \$14,367 15 schedule and sche- of rates. dule of rates.	14,622 89 and sohe- dule of rates.
Amount of lowest Tender received.	\$12,909 & schedule of rates.	14, 162 & of rates.
Name of Contractor, and Number and Date Oontract.	L. Z. Mallette. No. 5,677. Auguat 6, 1878.	734 L. Z. Mallette. No. 5, 679. August 6, 1878.
Number.	<u>ي</u> ۲	134

Railway Six tenders received. Lowest accepted. Names on accepted bender, No. 15, 1435, alted 5th August 1378. Mr. O'Meara, jun. By a Letter, No. 15, 1435, alted 5th August 1378. Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, wildtraws his name from the tender, and Mr. O'Meara, in the outtar it was approved by O.O. No. 16,297, data da 2 and Sphember, 1378. Oppies of tender, Appendix 19. Ratimated quantities on which tenders were extended, Appendix 19. Time stipulated for completion of contract, in the Bost trender, 1879. Security depositOrgin. ally, bank deposit receipt in the Outractors.	to By a Letter, No. 16,083, dated 19th July, 1878, Mr. John Robson informs the Department that the contract for the transport of steel rails has been awarded to Captain Irving, the lowest moder. Time stipulated for comple- tion of contract, lat November, 1878. No amount yet paid to Contractor. No security deposit.	Nine tenders received. Lowest accepted. Names or accepted tender, Lemay & Blair. Date of receipt of tender, 8th January, 1877. Uopies of tenders, Appendix 20. Estimated quantities on white tenders were extended, Appendix 20. Time stipulated for completion of contract, 184 July, 1877. Gross amuont paid to Contractors to date, \$17,730.45. Contract complete. No security deposit.	4,444 00	Pudding Eight tenders received. Lowest accepted. Name on accepted tender, Z. Freeman, jun. Date of receipt of tender, 18th July, 1878. Copies of tenders, Appendix 4. Time stipulated for completion of contract, 31st May, 1879. Gross amount paid Contractor, \$5,495.00. Con-	Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileage Mileag
		Building eight Engineers Houses and Platforms.	ter at	ldding	, Pem- entre- rs, &c.
elkirk.	rausport of Rails Fraser River, B.U.	d Plat	eakwa	at Pu l.	ailway greem g powe
Pacific ouse, Sa	Frausport of Fraser River	ing eig ises an	e. – Br	Breakwater at Pan Island.	acific R ich.— A unnin
Bagine House, Selkirk.	Trans Fras	Buildi Hou	Scoti aervilk	Break Pan	dian Pa a Bran cting r
Ganadian Gangina Bagina	ф	do	Nova Son	ob 	bine Bpe
30,500 00 and sche- dule of iates.	33 <b>,913</b> 04	20,297 001. if log 21,100 00 if fram- ed, and 3,112 00 for plat-		5,495 00	Mileage rates to be fixed from time to time.
30,500 00 and sche- dule rates.	33,913 04	20,297 00 if log; 21,100 00 if fram- ed, and 3,112 00 for plat- form.	4,444 00	5,495 00	
5, 1878.	5,684.	January 10, 1877.	5,690.	5,691.	, for self, and Pacific No. 5,696.
h <b>y de</b> Lugust	No.	. No. 1877.	.R. Freeman. No. 5,690. September 18, 1878.	in. No. 9, 1878	l and l and . No.
. Murp 5,681. J	rving. 1871 1875	k Blair ry 10,	reemai mber ]	man, jt mber 1	orge Stephen, and St. Paul a Railway Co. August 3, 1878.
735 [Gouin, Murphy & Upper No. 5,681. August 5, 1878	736 John Irving. July 18, 1878.	Lemay & Blair. January 10, 11	N. R. Freeman. September 18	Z. Freeman, jun. No. 5,691. September 19, 1878.	George Stephen, for self, and St. Paul and Pacific Railway Co. No. 5,696. August 3, 1878.
130	138	137 [[	738 1	139 2	740 [0

Sessional Papers (No. 164.)

9

, 1878, &cContinued.	Bxplanations.	Wenty-one tenders received. Second lowest accepted. First lowest, Archibald McKay, \$2,415,98. Second lowest, Beaumont & Co., \$3,491. The resident Engineer of the Department reports in No. 75,387, dated 26th July, 1878, that he is unable to recommend the acceptance of the lowest tender, that of Mr. Archi- bald McKay, on the grounds that during the past eight	or tan years Mr. McKay has failed to complete several contracts on the Intertoionial Railway. Meesta, Beau- mont & Oo's. tender was accepted by O. No. 75,561, dated 3nd August, 1879. Name on accepted tender, B. Beaumont & Uo. Date of receipt of tender, 26th July, 1878. Copies of tenders, Appendix 21. Time stipulated for completion of contract, 1st December, 1878. Gross amowit paid Contractors, \$2,491. Contract complete. No security deposit.	wen tenders received. Lowest accepted. Name on accepted tender, Edmund Ingalls. Date Uf receipt of ander, 20th July, 1878. Opples of tenders, Appendix 44. Thue stipulated for completion of contract, 26th September, 1878. Gross amount paid Contracter, \$3,456.85. Contract complete. No security deposit.	Pronteen tenders received. First lowest, Jones & Thomas, 224,879. Second lowest, McKay & Scherman, 233,000. Filted lowest, G. J. Grant, 33,240. By a letter to this Department, No. 74,586, dated 14th June, 1878, Messrs. Jones & Thomas have asked leave to withdraw their tender. Contracts swarded to McKay & Scherman by O. C. No. 74,980, dated 2nd July, 1878. Mr. Scher- man has since withdraw from partnership in the said
STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1878, &cContinued.	Bxplat	\$75 02 Point du Chêne Breakwater, Twenty-one tenders received. Second lowest at N.BExtension. First lowest, Archibald McKay, \$2,416.98. lowest, Beaumont & Co., \$2,491. The Bagineer of the Department reports in No. dated 26th July, 1878, that he is unable to rec the acteptance of the lowest tender, that of Mr bald McKay, on the grounds that during the pa	or ten years Mr. McKay ha contracts on the Interolor mont & Oa's tender was a dated 2nd August, 1878. 1 Beaumont & Oo. Date of 1878. Copies of tendars, A for completion of contract, amount paid Contractors, Ne security deposit,		Seventeen tenders received, Thomas, \$24,879. Second lo \$35,000. Third lowest, G.J. to this Department, No. 74,50. Messrs. Jones & Thomas have heir tender. Contract avai by O. C. No. 74,960, dated 21 man has since withdrawn fr
House of Commons, dated	Nature of Contract.	Point du Chêne Breakwate. N.BBatension.		Canadian Pacific Railway. Completion of Neebing Hotel for railway offices.	<ul> <li>3.321 00 St. John, N.BNew Savings Seventeen Thomas, 3.33000.</li> <li>Bank. 2.33,000.</li> <li>Bank. 10.40.</li> <li>Messrs. J. Messrs. J.</li> <li>Messrs. J.</li> <li>Messrs. J.</li> </ul>
rom the	Difference between tender for the petween tender. Price given.	·			
Orders 1	Ащочит оf Сопти вывтаец.	<b>\$</b> 2,491 00		3,261 00	33,200 00
est to two	and to throm a low low	\$2,415 98		3,261 00	24,879 00
ATEMENT INAGO IN ADSWE	Name of Contractor, and Number and Date of Contract.	741 18. Beaumont & Co. No.		742 Edmund Ingalls. No. 5,697. July 26, 1878.	743 George J. Grant. No. 5,705. August 26, 1878.
EN No	Numéber.		0.	143	743

firm by a latter to this Department, No. 75,458, dated 29th July, 1878, and the Department being advised by its resident Brgineer that Mr. McKay, the remaining member, is not a reliable Contractor. See No. 75,387, dated 26th July, 1878. G. J. Grant's tender was accepted by O. C. No. 76,978, dated 23rd September, 1878, and O. C. No. 74,960, cancelled. Name on ac- cepted to G. J. Grant. Date of receipt of tender, 6th May, 1878. Copies of tenders, Appendix 22. Time stipulated for completion of contract, 31st May, 1879. Gross amount paid Uontractor to date, \$22,300. No security deposit.	Prince Edward Island Railwar. Ten tenders received. Lowest accepted. Name on ac- -Grading Souris extension. cepted tender, J. Barclay. Date of receipt of tender, 29th June, 1378. Copies of tenders, Appendix 33. Time stipulated for completion of contract, 10th Octo- ber, 1878. Gross amount paid Contractor to date, 22,160.90. No security deposit.	cutting, Fourteen tenders received. Lowest accepted. Name on accepted tender, Alex. Obserie. Date of receipt of tender, 29th June, 1875. Copies of tenders, Appendix 24. Estimated quantities on which tenders were ex- tended, Appendiz 24. Time stipulated for completion of centract, 30th June, 1879. Gross amount paid Con- tractor to date, \$11,449.62. No security deposit.	Prince Edward Island Railway. Ten tenders received. Lowest accepted. Name on ac- - Erecting Station Buildings. Cepted tender, L. Arthur. Date of receipt of tender, 29th June, 1878. Copies of tenders, Appendix 25. Time stirulated for completion of contract, 30th June, 1879. Gross amount paid Contractor to date, \$4,697.72. No security deposit.	Seventeen tenders received. Second lowest accepted. First lowest, Boos Grant (or Gross) \$1,600. Second lowest, Samuel Martin, 2,390. Tender of Mr. Grant has been withdrawn on the ground of insufficient esti- mate. Se resident Engineer's Letter, No. 75,793, dated, 16th August, 1878. Mr. Martin's tender accepted by 0.C No. 76,889, dated 5th October, 1878. Name on ac- cepted tender, Samuel Martin. Date of receipt of ten- der, 1878. Note of tender, 30th June, 1879. No amount yet paid to Contract. No eccurity deposit.
	Prince Edward Island Rallway. Grading Souris extension.	do Wharf and cutting, Bouris extension.	Prince Edward Island Railway. 	799 00 Break water at Anderson's Mol-Seventeen tenders received. First lowest, Boos Grant low, Rocher Bay, N.B. Iowest, Samuel Martin, 2, has been withdrawn on the mate. Severesident Engine 16th August, 1878. Mr. 1 0.C. No. 76,889, dated 5th cepted tender, Samuel Mart der, 15th August, 1878. C 26. Time stipulated for c June, 1879. No amount y
				00 4622
	2,500 00	19,908 25	5,498 00	2,330 00
	2,500 00	19,908 25	5,498 00	1,600 00
	744 James Barclay. No. 5, 737. September 16, 1878.	745 Alex. Cheverie and Richard Lyons. No. 5, 738. Sep- tember 9, 1878.	746 L. Arthur. No. 5,739. September 4, 1878.	76,689. October 5, 1878.
	744	145	746	1

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The test of the orders from the House of Commons, duted the 3rd and 10th March, 1878, &cContinued.	Erplanations.	<ul> <li>Breakwarer at Hampton, N.S Only one tender received. See Letter No. 75,513, dated</li> <li>Brooks. July, 1878. Name on accepted tender, T. R. Brooks. Date of receipt of tender, 1878. Time stipulated for completion of contract, 30th June, 1879. Vores amount paid Contractors to date, \$800. No security deposit.</li> </ul>	Welland Canal.—Castings and Six tenders received. Lowest accepted. Name on ac- cepted tender, R. Fowier. Date of receipt of tender, 8th August, 1878. Copies of tenders, Appendix 27. Retinnsted quantities on which tenders were extended, Appendix 27. Time stipulated for completion of con- tract, 1st August, 1879. Gross amount paid Contractor to date, \$12,534. No security deposit.	Island, Nine tenders received. Lowest accepted. Name on ac- cepted tender, J. M. Stewart. Date of receipt of ten- der, 3rd September, 1878. Copies of tenders, Appendix 5. Time 1879. No amount yet paid to Contract. No	Telegraph Line between Yale The resident Engineer informs the Department that he and Quesnelmouth, B.C. has awarded the contract for re-building the telegraph line between Yale The resident Yale and Quesnelmouth to the lowest tendert. See Letter No. 75,680, dated 30th July, 1878. In Letter No. 75,280, dated 30th July, 1878. In Letter No. 75,280, dated 30th July, 1878. Date between awarded. Names on accepted tender, James D. Birmigham, John Smith and William Keelley. Date of tenders, Appendix 6. Estimated quantities on which tenders, Appendix 6. Estimated quantities on which tenders. Appendix 6. Setter No. 75,800, dated 30th July, 1878. Opties of tender, James D. Birmigham, John Smith and William Keelley. Date of tender, Appendix 6. Estimated quantities on which tenders, Appendix 6. Setter No. 75,800, Norember, 1878. No
ouse of Commons, duted	Nature of Contract.	Breakwarer at Hampton, N.S	Welland Canal.—Castinga and Iron for Canal and Feeder.	Breakwater at Wood Island, P.E.I.	Telegraph Line between Yale and Quesnelmouth, B.C.
rom the H	Difference between lowest Tender and Price given.				
Orders 1	to furning of Contract Amount of Contract Americad.	\$3,000 00	Schedule of rates.	2,995 00	6,451 00
er to two	Amount of lowest Tender received.	\$3,000 00	Schedule of rates.	2,995 00	6,451 00
STATEMENT made in answe	Name of Contractor, and Number and Date of Contract.	T. R. Brooks. Letter No. 75,513, July 29, 1878.	R. Fowler. Letter No. 75,596. August 8, 1878.	750 John M. Stewart. Letters No. 76,020, August 30, 1878, and No. 76,135, September 7, 1878.	Birmingham, Smith & Keal- ley. Letters No. 75,690, July 30, 1878, and No. 76,280, August 30, 1878.
E.C.	Number.	748	12	160	191

anadian Pacific RailwayNo tenders received. See Letters No. 16,066, dated 27th Build a Tunnel on Section 25 July, 1878, and No. 16,382, dated 20th August, 1878. (additional work.) Time stipulated for completion of contract, 1st Novem- ber, 1877. Gross amount paid Contractors, \$70,830. Contract completed. No security deposit.	Long ties at Fort Wil-No tenders received. See Letters No. 16,056, dated 27th July, 1878, and No. 16,332, dated 20th Aug., 1878. Time stipulated for completion of contract, 15th April, 1877. Gross amount paid Contractors, \$320. Contract com- pleted. No security deposit.	Fortifications, LévisPlattorms No tenders received. See Letters No. 75,233, dated 24th July, 1878, and No. 75,352, 27th July, 1878. No time stipulated for completion of contract. Gross amount paid Contractor, \$1,005. Contract. completed. No security deposit.	<ul> <li>Pickering Harbour, Ontario.— Ten tenders received, including two too late and one informal. Lowest accepted. Name on accepted tender, Fred. A. Munson. Date of receipt of tender, 35rd Sept., 1878. Tender accepted by O. O. No. 76, 871, dated 25th Sept., 1878. Copies of tenders, Appendix 28. Estimated quantities on which tenders were extended, Appendix 28. Time stipulated for completion of contract, pendix 28. No. 1878. Gross amount paid Contract, date, \$3,720. No security deposit.</li> </ul>	<ul> <li>Bayfield, N.S., Breakwater [Sixteen tenders received. Second lowest accepted. First lowest, J.W.</li> <li>Bayfield, N.S., Breakwater [Sixteen tenders, 54, 3980. Second lowest, J. W.</li> <li>McKenzie, 54, 439. The resident Engineer does not recommend the acceptance of the lowest tender. See Letter No. 75, 792, dated 16th Aug., 1878. Mr. McKensie.</li> <li>Bept, 1878. Name on accepted by O. C. No, 76, 376, dated 26th Seth, Sept., 1878. Name on accepted by O. C. No, 76, 376, dated for Copies of tenders, Appendix 29. Time stipulated for completion of contract, 1014, 1019, 0479. dated for completion of contract, 1014, 1019, 04798 amount paid Contractor to date, \$2,500. Security deposit-</li> </ul>
cific ael on work.	es set	Lévis	bour, d pie	Breal
Tuni Tuni onal v	ong tié liam.	ions, ] s.	t Har ng An ng An	N.S.,
	do Lo	ortificatio for guas.	Dredgi	ayfield,
<u> </u>				455 B
	320	1,984	3,919.50	4,439
	320	1,984	3,919.50	33,980
762 Purcell & Ryan. No. 5,717. September 15, 1873.	Campbell & Humphrey. No. 5,718. Jan. 10, 1877.	Letters 7 24, 1878, 7 July 27,	.nc. 1878. No.	Jas. W. McKenzie. Letter No. 75,792. Aug. 16, 1878. 792. Aug. 16,
Ryan. er 16,	Hump an. 10,	Aug. Trépanier. No. 75,233, July and No. 75,353, 1878.	ed. A. Munson. 5,731, Oct. 2, 1878	92. 92.
ell & I tomb	bell & 8. Ji	Tréps 75,233 No.	1, <b>A</b> .	V. MC. 3. 75,710
Puro	Camp 5, 71	Aug. No. 1875	<u> </u>	Jas. 1 No. 1811
763	292	764	765	128
			18	

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DEWER to two Orders from the House of Commons, dated the 3rd and 10th March, 1879-Continued.	Brplanations.	Eight tenders received. Third lowest accepted, First lowest, Wm. McEfvels, \$24,786. Recond lowest, Bam'l Adams, \$26,460. Third lowest, Wm. Toms, \$55,900. By a telegraphic message to the Department, No. 76,384, dated 25th Sept., 1878, Mr. McBvela withdraws his bender. By a Letter to the Department, No. 76,462, dated 20, Bept., 1978, Mr. Adams withdraws his bender. M.	<ul> <li>Office, Unstruction of contracts accepted by U. No. 78, 688, dated 2nd Oct., 1378. Name on accepted tender, Wm. Toma. Date of receipt of tender, 17th Sept., 1878. Uopies of tenders, Appendix 30. Time stipulated for completion of contract., 30th Aug., 1879. Gross amount paid (Datractor to date, \$3,170. Security deposit-Bank deposit receipt, \$1,250.</li> <li>Office, Unstom Bix tenders received. Lowest accepted. Name on accepted tender, 26th Sept., 1878. Copies of tenders, Appendix 31. Time stipulated for completion of contract. Appendix 30. Time stipulated for completion of contract, 30th Aug., 1879. Gross amount paid Upontractor to date, \$3,170. Security deposit of tander, 26th Sept., 1878. Copies of tenders, A. J. Brown. Date of tender, AI. 1879. Gross amount paid Upontractor to date, \$3,420. Security deposit PBank denomit remint. As a post.</li> </ul>	No tenders received. See Letters No. 16,380, dated 18th September, 1878, and No. 16,465, dated 8th October, 1878. Gross amount paid Contractors to date, \$10,550.	Sourns East, P.E.IRe-build Ninetcen tenders received. Third lowest accepted. First Breakwater. Biowest, Samuel Oroucher, \$19,900. Second lowest, Michael O'Coanor, \$23,600 Third lowest, James E, Poolo, \$23,700. By a telegram to this Department, No. 74,923, dated 2124 June, 1879, Mr. Oroucher states that his sureties retured to back him, and that he could
House of Commons, date	Nature of <b>Oontract</b> .	<ul> <li>\$1,115 Post Office, Custom House, &amp;c., Eight tenders received.</li> <li>\$1,115 Post Office, Custom House, &amp;c., Eight tenders received.</li> <li>Adams, \$25,460. Thir descine, \$25,460. Th</li></ul>	Build Post Office, Custom House, &c., at Brantford.	Canadian Pacific Railway Eublankment en the 14th Contract, Red River to Cross	Breakwater.
from the	Difference between lowest Tender and Price given.	\$1,115			2,800
vo Order	tonum of Contract bebraws.	\$25,900	16,998		22,700
wer to tw	Атоивt of lowest Тепder received.	\$24,785	16, <b>Heb</b>		19,900
STATEMENT INSIG IN SUB	Name of Contractor, and Number and Date of Contract.	Wm. Toms. No. 5,733. Oct. 15, 1878.	788 A. J. Brown. No. 8,786. Oct. 17, 1878.	Joseph Whitehese. No. 8,740. September 18, 1878.	760 James R. Poole. No. 5,741. January 22, 1879.
Ţ	Zamber.	192 8 <b>4</b>	82	759	760
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not complete arrangements to take the contract. By a Letter to this Department, dated 22nd August, 1878, Mr. O'Conner by O.C. No. 78,053, dated 13th December, acceepted by O.C. No. 78,053, dated 13th December, 1876. Name on accepted tender, James E. Poole. Date of receipt of tender, 12th June, 1878. Copies of ten- ders, Appendiz 32. Time sitpulated for completion of contract, 1st October, 1979. No amount yet paid to Contract, 1st October, 1979. No amount yet paid to Contract. Security deposit-Real estate mortgage, \$1,137.50.	St. Thirty-three tenders received (including seven informal and three too late), as follows :-For joiners' work; for whole work softer masons' work, for whole work accepted. First lowest for joiners' work, Andrew Johnson, 383,900. First lowest for masons' work, and the work, R. J. Forwell, \$16,1018. By a telegram to this Department, No. 75,897, dated 20th August, 1879, Mr. Johnson deslined to undertake the contract unless he were also awarded the masonry. R. J. Forwell, whose tenders for the masons' and joiners' work. First lowest for the masons' and joiners' work and the wole work solves to the masons' and to be aver also awarded the masonry. R. J. Forwell, Whose tenders for the masons' and joiners' work respectively, are found, when added to be aver also awarded the lowest for whole work, A. McKay, S95,000. Second lowest for whole work, Williams, Anderson & Williams, \$218,000. By a telegram to this Department, No. 75,710, dated lith August, 1878, Mr. McKay, Department, No. 75,710, dated lith August, 1878, Mr. McKay, S95,000. Second lowest for whole work, Allos work, Andreson & Williams, Anderson & Williams, Ande	Fifteen tenders received. Lowest accepted. Name on accepted tender, D. J. Grant. Date of receipt of ten- der, 17th August, 1878. Copies of tenders, Appendix 34. Estimated quantities on which tenders were ex- tended, Appendix 34. Time stipulated for completion of contract, 1st June, 1879. Gives amount paid Con- tractors to date, \$1,205.1 [NO security depesit.
	House, St.	Prescott.
	123,000 Re-build Custom I John, N.B.	Fort Wellington, Prescott Repairs.
	123,000	
	218,000	2,385
	ο ο ο ο ο ο ο ο ο ο ο ο ο ο	2,385
	Williams, Anderson & Wil- liams. No. 6,747. Oc- tober 19, 1878.	Dońality, Grant. No. 5, 751. September 26, 1878.
	192	462

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iswer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879-Continued.	Er planations.	Build Post Office at Frederic-Thirteen tenders received. Lowest accepted. Names on accepted tander, Suow & Scouller. Date of receipt of tender, 2nd September, 1878. Oppies of tenders, Ap- pender, 3nd September, 1878. Completion of contract, 30th April, 1879. Security deposit-Bank deposit receipt, \$860.	Rideau HallWash-house, &c. Seventeen tenders received. Lowest accepted. Name on accepted tender, Thomas Condell. Date of receipt of tender, 29th October, 1878. Copies of tenders Appendix 36. Time stipulated for completion of con- tract, 4th January, 1879. Gross amount paid Contrac- tor, \$1,939.60 Contract completed. No security deposit.	cc-Nine tenders received. Lowest accepted. Name on accepted tender, Java. Williamson. Date of receipt of tender, 18th September, 1878. Copies of tenders, Ap- pendix 37. Estimated quantities on which tenders were extended, Appendix 37. Timestipulated for completion of contract, \$91,100. Security depositBank deposit receipt, \$6,000.
<sup>3</sup> House of Commons, date	Nature of Contract.	Build Post Office at Frederic- ton.	Rideau Hall.—Wash-house, &c.	Lachine Canal.—Complete Sec-Nine tenders received. tion No. 9. accepted tender, Jas. I tander, 18th September, pendir 37. Estimated extended, Appendir 37. of contract, 26th April, tractor to date, \$911, deposit receipt, \$6,000.
from the	Difference between lowest Tender and Price given.			
ro Orders	Amount of Contract awarded.	\$16,814	1,926	127,150
wer to tw	Amount of lowest Tender received.	\$16,814	1,925	127,150
STATEMENT made in ans	Name of Contractor, and Number and Date of Contract.	Snow & Scouller. No. 5,753. November 25, 1878.	Thomas Condell. No. 5,762. November 7, 1878.	Williamson, Rogers & Far- rell. No. 6,771. Novem- ber 26, 1878.
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ved.   lcCartri h Nov. Esti ed, A] entrac	eived. No. 17 septed letion paid to	Lowe on & M 878. ( 878. ( for co Gross rity de	John McDowest acc John McDougal. Juary, 1879. Copies ed quantities on w adix 39. Time stip 28th April, 1879. No security deposit.	I. Lov P. Bart rry, 18' rated endix 28th 3. No
s recei der, 18t ler, 18t didix 38 extend on of c	aly one tender received, L. A. Senece cepted by O. C. No. 17,023, dated 30 1878. Name on accepted tender, L. A. E stipulated for completion of contract, lat No amount yet paid to Contractor. deposit.	seived. July, 1 lated 880. ( Secu	receiv der, Jo februai imated ppendii ract, 28 ract, 28	ur tenders received. Lowest accepted. cepted tender, W. P. Barly & Co. Date lender, 8th February, 1873. Oppies of pendix 39. Estimated guantities on w were extended, Appendix 39. Time stipul pletion of contract, 28th April, 1879. No paid to Contractors. No security deposit.
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Telegraph Line between Vic-Sixteen tenders received. Lowest accepted. Names on toria and Nanaimo. Accepted tender, McCartney & McMillan. Date of re- cept of tender, 18th November, 1878. Copies of ten- ders, Appendix 38. Estimated quantities on which tenders were extended, Appendix 38. Time stipulated for completion of contract, 15th April, 1879. Security deposit-Bank deposit receipt, \$50.	RailwayNut-Only one tender received. L. A. Senecal's tendér ac- cepted by O. C. No. 17,923, dated 30th December, 1878. Name on accepted tender, L. A. Senecal. 1879. stipulated for completion ef contract, 181 August, 1879. No amount yet paid to Contractor. No security deposit.	N.SBreak-ISix tenders received. cepted tender, Beat tender, 25th July, 1 Time atipulated February, 1880. date, \$2,000. Secu	CanalWellington Four tenders received. Lowest accepted. Name on accepted tender, John McDougel. Date of receipt of taccepted sth February, 1879. Copies of tenders, Appen- dix 39. Estimated quantities on which tenders were extended, Appendix 39. Time stipulated for comple- tion of contract, 28th April, 1879. No amount yet paid to Contractor. No security deposit.	Four tenders received. Lowest accepted. Name on accepted tender, W. P. Barly & Co. Date of receipt of tenders, Appendix 39. Estimated quantities on which tenders, Appendix 39. Estimated quantities on which tenders were extended, Appendix 39. Pime stipulated for completion of contract, 28th April, 1879. No amount yet paid to Contractors. No security deposit.
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ao. no.	tercolonial RailwayNu lock or check-plate to rails.	. S	-Wellin	ridge.
Line b Nanain	- <del></del>		lanal lge.	Mill Street Bridge.
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& McMillan. November 21,	No. 5, 71 9.	ld. N y 8, 18'	No. 5,79	Jo. N. 4, 1879.
Se No	281. 1 13, 1875	lcDona ebruar	ugal. ] 1879.	ly & C arch 2
Cartne Vo. 5, 771 878.	. А. Ѕепесаl. No. 5,781. Јапиату 13, 1879.	con & M 784. F	a McDol arch 22,	P. Bart 194. M
766   McCartney No. 6, 775. 1878.	767 L. A. Senecal. January 13,	768 Beaton & McDonald. No 5,784. February 8, 1879	769 John McDougal. No. 5,793 March 22, 1879.	770 W. P. Bartly & Co. No 5,794. March 24, 1879.
	76	92 17	16	11

uswer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879.— <i>Continued.</i>	<b>Explanations.</b>	Thirty-five tenders received, including two too late. Third lowest accepted. First lowest, D. Doyal, \$4 25 for maple and \$3.75 for mixed wood. Becond lowest, Geo. D. Fisher, \$4.18 for maple and \$3.88 for mixed wood. Third lowest, Patrick Burns and John Nicholson, whose prices are alite, 'is: \$4.25 for maple and \$4 for mixed wood. Mr. Doyal has failed to comply with the con- ditions of the Department, i. e. to deposit \$1,000 as eccurity. By a Letter to this Department, No. 78,981, dated 21st January, 1879, Mr. Geo. B. Fibsher states that he cannot accept a portion of the firewood con- tract at prices named in his tender unless he gets the \$1,000 security required, and informed the Dopar- ment that he has associated with himself Mr. John Heney, who, for many years past, has been the Con- tractor the supy of freewood to the firewood con- tractor the supy of freewood to the entire \$1,000 service he has discharged to the entire sufficient of the Department, Mr. Burns' tender ac- tractor the supy of freewood to the entire satisfaction of the Department. Mr. Burns' tender, so- opted by 0.0. No. 79,700, dated 11th February, 1879. Name on accepted thender, the Suns. Date of re- eopted by 0.0. No. 79,700, dated 11th February, 1879. Name on accepted thender, 1876. Copies of tenders, Appendix 40. Estimated quantities on which tenders, when the tender, 17th October, 1882. No amount pet paid to Contracts, 17th October, 1882. No amount pet paid to Contracts, 17th October, 1882. No amount pet paid to Contracts, 17th October, 1862. No amount pet paid to Contracts, 17th October, 1862. No amount pet paid to Contracts, 17th October, 1862.	No tenders received. See No. 18,005, dated let March, 1873. Name on accepted tender, Enoch Lunt & Sona. Time stipulated for completion of contract, close of navigation, 1881. No amount yet paid to Contractors. No security deposit.
House of Commons, date	Nature of Contract.	Buildings, Ottawa J of Firewood.	Subsidy for running Steamer No tenders received. between Gaspé and Camp- 1873. Name on ac bellton. Time stipulated fo navigation, 1881. No security deposit
from the	Difference betwe lowest Tender a Price given.	for \$0.25 for Public for wood. Suppl d	
vo Urdera act	Amount of Contra Awarded.		1st <b>year</b> , 10,000. 2nd year, 9,000. 3rd year, 8,000,
swer to tv	wor lo tnuomA Гелдет тесеітед	<pre>%4.35 for \$4.25 maple; 3.75 for 3.75 mixed wood. wood. wood.</pre>	18t year, 18t 10,000. 10,6 2nd year, 2nd 9,006. 3rd 3rd 3rd 8,006. 8,01
STATEMENT made in an	Name of Contractor and Number and Date of Contract.	711 P. Burns and J. Heney. No. 5,799. March 13, 1879.	Etoch Lunt & Sons. No 5,809. December 20 1878.
52	Number.	E 18	113

Canadian Pacific Railway – Twenty tenders received, including four irregular. Low- tirnding, &c., hetween En- Ginadian Pacific Raiway, between English River and Form A, 118 miles. Canadian Pacific Raiway, between English River and Form A, 118 miles. Canadian Pacific Raiway, between English River and Form A, 118 miles. Form  at a 27th February. 1879, Messrs. John Giuty, P. Purcell and Huph Ryan be associated with Mr. Narks in the tender in the place of Mr. Oonmee. Messrs. Marks & Sonmee's tender accepted by O.U. No. 18,007, Marks & Sonmee's tender accepted by O.U. No. 18,007, March, 1879. Date of receipt of tender, 18. January 1879. Copies of tenders, at pendir st. January 1879. July, 1883. No amount yet paid to Contractors. Suluy, 1883. July, 1883. No amount yet paid to Contractors. Suluy, 10000.	766,433 Canadian Pacific Railway. – Sixteen tenders received, including two irregular. Third Gradiug, &c., between Eagle lowest accepted for the construction of 61 miles of the River and Krewatin, Form B, Krewatin. Frist lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$3,3915,943. Third lowest, Andrews, Jones & Co, \$5,3915,943. Third lowest, Andrews, Bryn, Messr. Morse & Go, withdrew their tender for section B. By a letter to this Department, No. 17,954, dated lat March, 1873, Messr. Morse & Go, state that they have deposited to the receiver General some \$60,00 as security on account of their tender for section B, and that they way lones & Co, state that they have deposited to the receiver General some \$60,00 as security on account of their tender for security on accept their tender for security on accept the receiver General some \$60,00 as security on accept their tender, for they expressed their readiness to do so. Their failure consisted in not making the deposit required with: the period asigned them by the Minister of Public Works; spylledos to non-tract in accound the work. The Minister, thowever, ind not secognuse that the public interest would be consisted in the second be evented by the socies acted on early a second be work. The would be consisted in the second be second be by then for additional time to py the would be consisted by the socies. Fraser, Grant K, Pily, adding that if the period asigned the would be consisted by the socies to be second be by the by on the provest for earrying on the wo
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Marka, John Ginty, Pat- Tick Pucell and Hugh Pran, styled Purcell & Co. No. 5,817. March 2,300,196. 7, 1879.	Handreit Mann 20, 20, 20, 20, 20, 20, 20, 20, 20, 20,
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Marks, John Gir rick Furcell au CD. No. Styled Pur CD. No. 5,817. 7, 1879.	2년 11년 11년 11년 11년 11년 11년 11년 11년 11년 1
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J. M. Rys. 7, 11 1, 12	. H. Fraser, G. J. Grant, J. M. Pithlado, A. Man- ning, John Shields and J. F. McDonald, styled Fraser, Manuing & Co No. 5,828. March 20, 1879.
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Number.
Name of Contractor and Number and Date Contract.
Amount of lowest Tender received.
Amount of Contract Bwarded.
Difference between lowest Tender and Price given.
Nature of Contract.
Erplanations.

Contract-Contract-CanadianPacificRailway, No tenders invited.Offer of Joseph Upper & Uo. acceptedors to payors to payDr O. C. No. 18,250, dated 13th March, 1879. Names onGovern-ors to payBay (No tenders invited.Differ of Jose, Upper, Beni. W. Folger, Jamesment one-of Government.Swift and Matthew H. Folger. Time stipulated forcompletion ofCovernment.Swift and Matthew H. Folger. No amount yetf o s sservings.Contract, on completion of Contract, on complete. No security deposit.	Canada Central Railway Co. No tenders invited. Offer of Canada Central Railway Subsidy for extension of line Company accepted by O. C. No. 15,617, dated 18th from Pembroke to Eastern April, 1878. Time stipulated for completion of contract, Terminus of Veorgian Bay 30th December, 1880. Gross amount paid Contractors Branch of Canadian Pacific to date, \$86,603. Contract incomplete. No security Railway.	Danadian Pacific Railway. Sup Six tenders received. Lowest accepted. Name on ac- ply railway spikes and de- cepted tender, Cooper, Fairman & Co. Date of receipt liver them at Fort William. of tender, 24th July, 1876. No security deposit.
Canadian Pacific Railway, Pembina BranchTo equip and operate branch in lieu of Government.	Canada Central Railway Co. Subsidy for extension of line from Penbroke to Bastern Terminus of Georgian Bas Branch of Canadian Pacific Railway.	Canadian Pacific Railway. Sup ply railway spikes and de- liver them at Fort William.
5 K L 1 H 10 .		
Contract- ors to pay Govern- mentone- thir dof gross.	Subsidy Subsidy \$12,000 \$12,000 permile. permile.	\$8,550
	Subsidr Subsid \$12,000 \$12,000 permile. permile.	\$8,550
778 Joseph Upper & Oo. No. 5,830. March 12, 1879.	779 Contract between McIn-E tyre, Worthington and the Canada Uentral Rail- way Co. No. 5,831. April 20, 1878. No. 5,831. April	730 Cooper, Fairman & Co. Letter No. 6,819. July 28, 1876.
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(Appendix No. 1.)

### THIRTY-FOURTH CONTRACT.

#### CANADIAN PACIFIC RAILWAY.

#### Tenders for Transport.

[The quantity to be moved will be about 5,000 tons. No Tender will be received unless on this Form, nor for a less quantity than 500 tons.]

The undersigned hereby offers to provide a sufficient number of first-class propellers, and other means of conveyance, and transport from the port of Kingston to St. Boniface (opposite Winnipeg), Manitoba, (or if found practicable and expedient, such quantities as may be directed to be delivered at Emerson, or other points between Emerson and St. Boniface) the following quantity of steel rails, together with the necessary accessories of fish-plates, bolts and nuts in manufacturing parcels. At least two thousand five hundred tons to be delivered not later than the 1st August, and the balance by the 15th September, 1878:—

5,000 tons from Kingston to St. Boniface or other point, as above specified, at the rate of \$000.00 per ton of 2,240 lbs. Said rate to include all charges for loading, unloading, and piling the same on the wharves or places within a distance of 60 feet from the ship's side; all premiums of insurance, all wharfage or harbor dues at the ports of destination or delivery, with all canal and other tolls chargeable on the route.

Payments to be made to the extent of 90 per cent. on a certificate, signed by an officer duly authorized, showing the delivery of each cargo complete in every respect, at St. Boniface or other point, as the case may be. The balance to be paid upon the due fulfilment of the contract.

And hold sel ready to enter into contract for the due performance of the transport service above specified, and offer as sureties for the proper carrying out of the work, the two persons who have signed their names to this tender for that purpose.

The Lake and River Transportation Co.-R. Blair, Presi-

dent; J. Harvey, Secretary	\$22 9	95
Smith & Theighley	19 9	
North-West Transportation Co.—S. Neelor, President	18 0	)0
Cooper, Fairman & Co	19 0	))

(Appendix No. 2.)

#### THIRTY-FIFTH CONTRACT.

### CANADIAN PACIFIC RAILWAY.

### Tender for Railway Spikes.

The undersigned hereby offers to deliver on the wharf at Fort-William, or Duluth, as may be directed, in accordance with the specification and conditions for same, 480 tons of railway spikes at the rate of dollars per ton of 2,240 lbs., and will deliver 100 tons on or before the 15th day of July next, and the remainder before the close of navigation of 1878.

The undersigned ready to enter into contract for the manufacture and delivery of the above Railway Spikes, or so much thereof as may be required, and will satisfy the Minister of Public Works as to ability to perform the same, and offer as survives for the carrying out of all conditions as well as the due fulfilment of the contract, the two persons who have signed their names to this tender for that purpose.

Cooper, Fairman & Co Lee & Leys	\$49	75
Lee & Leys	49	80
Pillow, Hersey & Co	50	00
R. & J. Hope	51	00
J. A. Fisher.	51	50
John Payne	52	<b>25</b>
G. H. Parsons	54	29
J. Taylor & Bro	55	00
R. Millard & Co	55	50
B. J. Coghlin	<b>5</b> 6	50
Dilworth, Porter & Co	48	16
Dana & Ćo	48	83
Freeman & Seebold	49	50
Middleton & Meredith	58	50
Corrydon, Winch & Co	52	75
Tudor Iron Works	54	80

(Appendix No. 3.)

#### SOMERVILLE, QUEEN'S COUNTY, N.S.

Tender for Works.

, the undersigned, hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner, all the works required for the construction of works at Somerville, Queen's County, N.S., according to the plan and specification exhibited to , for the bulk sum of , and hold ready to enter into a contract; and offer the two undermentioned

and hold ready to enter into a contract; and offer the two undermentioned persons as sureties for the due fulfilment of the same.

C. E. D. Snow	<b>\$7,000</b> 00
M. R. Freeman	4,444 00
George S. Parker	
J. W. Chandler	6 <b>,450</b> 00

(Appendix No. 4.)

#### PUDDING PAN, QUEEN'S COUNTY, N.S.

Tender for Works.

, the undersigned, hereby offer to the Honorable the Minister of Public Works<sup>4</sup> to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner, all the works required for the contstruction of works at Pudding Pan, Queen's County, N.S., according to the plan and specification exhibited to , for the bulk sum of ,

and hold ready to enter into a contract; and offer the two undermentioned persons as sureties for the due fulfilment of the same.

Wolf & Corkum	\$11,770	00
J. D. McClearn (no amount; \$25 less than lowest tender)		
J. D. McClearn (no amount; \$25 less than lowest tender) C. E. Seely	7,550	00
George McLeod	8,500	00
Samuel Miles		00
Z. Freeman	5,495	00
G. S. Parker	6,944	00
J. W. Chandler	9,800	00

### (Appendix No. 5.)

### WOOD ISLANDS, QUEEN'S COUNTY, P.E.I.

#### Tender for Works.

, the undersigned, hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner, all the works required for the construction of works at Wood Islands, Queen's County, P.E.I., according to the plan and specification exhibited to for the bulk sum of

and hold ready to enter into a contract; and offer the two undermentioned persons as sureties for the due fulfilment of the same.

John M. Stewart,	2,995 0	90
G. Wightman		
Sanders & Hume	3,800 0	
J. D. Mackenzie		
James Brown	3 970 0	00
A. O'Conpor	4,250 0	)()
Richard Weeks	4,350 0	)()
John Sinnott		
J. McCormack	22,888 0	0

(Appendix No. 6.)

PUBLIC WORKS DEPARTMENT, VICTORIA, B.C., 30th July, 1878.

SIR,-I have the honor to inform you, for the information of the Honorable the Minister of Public Works, that I have given out by contract to the lowest tenderer the work of re-building the telegraph line in this Province, between Yale and Quesnelmouth, at the rates shewn below, viz. :---

Yale to Cache Creek-Erecting poles and hanging wire, 110 M., at \$1.50 per M ..... \$1,320 00

Memo.-The poles for this section were got out and paid for last year at the rate of \$12.88 per M.

Cache Creek to 127 Mile House-106 M., at \$23.50 \$2,491 00 per M ..... 127 Mile House to Quesnelmouth-110 M. at \$24 per M. 2,640 00

This work has been taken at a very low figure, but not by any means a ruinous one, as the contractor for the portion between Cache Creek and 127 Mile House was engaged in a similar capacity in getting out the poles last year between Yale and Cache Creek. The time for completion of the whole is 30th November next.

I have the honor to be, Sir,

Your most obedient servant.

B. W. PEARSE, (Signed)

Resident Engineer.

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

> PUBLIC WORKS DEPARTMENT, VICTORIA, B.C., 31st August, 1878.

Sir,—I have the honor to acknowledge the receipt of your letter No.  $45,676_{+}$ dated 17th instant., and in reply to inform you that the contract for re-building the telegraph line have been let to the following persons, viz .:--

Jas. D. Birmingham-Erecting poles and hanging wire, Yale to Cachecreek; time of completion: 15th October, 1878.

John Smith-Cutting poles, erecting same, and hanging wire, Cachecreek to 127 M. House; time of completion: 30th November, 1878.

William Kealley-Cutting poles, erecting same, and hanging wire, 127 M. House to Quesnel; time of completion, 1st November, 1878.

I have the honor to be, Sir,

Your most obedient servant,

B. W. PEARSE. (Signed)

Resident Engineer.

F. BRAUN, Esq.,

Secretary, Public Works Department, Ottawa.

(Appendix No. 7.)

### WEST ARICHAT, RICHMOND COUNTY, C.B.

### Tender for Works.

, the undersigned, hereby offer to the Honourable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery, and labor, and to execute and complete in a satisfactory and workmanlike manner, all the Works required for the construction of works at West Arichat, Richmond County, C.B., according to the plan and specification exhibited to for the bulk sum of and hold

ready to enter into a contract; and offer the two under-mentioned persons as sureties for the due fulfilment of the same.

Beaton & McDonald	\$8,945	00
Colin Chisholm	14,400	00
Peter Bosdet	15,000	00
John G. Fixoth	14,500	00
W. M. Clough	24,000	00
W. M. Robertson	13,967	00

# NEW POST OFFICE, SAINT JOHN, N.B.

### Form of Tender.

The undersigned hereby offer to do and perform the several works required for the erection and completion of the above building, in accordance with the plans, elevations, sections, detail drawings, conditions and specifications, prepared under instruc-tions of the Honorable the Minister of Public Works, for the sums named as under.

.nosidəti <b>a (3</b> tramət8	<del>69</del>	124,750							
Murphy & Jones.	**	129,834		55,527	11,024	3,000	3,800	1,400	
W. L. Williams.	<del>69</del>	108,000		56,000					
<b>л</b> . Н. Ниtchison.	*			87,000					
Сеотде Віяке.	÷	Informal						1,975	
Ренту & МсDоляld.	<del>69</del>	146,151		100,109	11,777	3,300	975 4,700	190	24,500
. Наггія & Co.	\$						1,150		27,646
Flood & Prince.	€€	118,800							
Reinnie. Stirling & Emery.	69	139,850							
Foxwell & Colby.	<del>69</del>	120,175		68,000	15,000		4,700	1,975	27,000
Riley & Brown.	\$ cts.	·				6,318 35			
Flemming & Sons.	69					:			25,500
	STender comprisine whole of	co the works in one bulk sum	Or Separate tenders, as follows :	No. 1-Excavation, mason and bricklayer's work, Specification A.	er's work, Specification B.	NO. 3	Specification D	and bellhanger's work, Bpecifications G, E and I No 7. Smith on Sundar's	work, Specification K

	J. G. McDonsid.	J. Isbester.	.baaW 2. baaW	. З. Аттиктопу.	.дяга W. Я. Я	Ww. Canaey.	1. Вонгке.	R. Flaherty & Co.	G. J. Chubb.	Keening & Fellows.	A. Obristie & Oo.	McKean & Millikin.	Kena, McInery & Mooney.
Tender embracing whole of the works in one hulk	4	\$	\$	<del>69</del>	<b>6</b>	Ģ	<b>69</b>	\$	<del>69</del>	•	64	<del>4</del> 9	
	127,000	119,989	129,000	129,450	124,000	125,000	169,514				135,000	157,664	127,867
Or Separate Tenders, as follows :													
No. 1-Excavation, mason and bricklayer's work, Specification A										119,200			į
No. 2							20,000						
work, Specifications C& E. No. 4-Tinsmith's work, Succession D							3,275			:			
No. 5-Painter & glazier's		:					913						
No. 6-Plumber, gasfitter and bellhanger's work,						•	4,000						-
Specifications G, H and I No. 7-Smith and founder's							1,300						1
work, Specification K							24,500	24,000	26,475				į

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POST OFFICE, SAINT JOHN, N.B.

SchEDULE to be submitted with Tender for work, as per note on page 1 of Specification for excavator, mason and bricklayer.

Stewart & Aitchison.	\$ cts.	1 00	2 00	0 60	0 65	2 70	0 40
Murphy & Jones.	<b>\$</b> cts.	1 10	1 00	0 45	0 55	0 30	0 30
W. L. Williams.	\$ cts.	0 75	0 50	0 35	1 75		0 65
л. П. Hutebison.	\$ cts.	1 00	0 25	0 40	0 33	2 70	0 40
George Blake.	\$ cts.	i					
Perry & McDonald.	\$ cts.	1 00	0 75	0 40	0 40	<b>4</b> 00	0 50
J. Harris & Co.	\$ cts.						
Flood & Prince.	\$ cts.	1 25	1 40	0 50	1 50	<b>4</b> 00	0 50
Kainnie, Stirling & Emery.	¢ cts.	0 75	0 20	0 25			
Foxwell & Colby.	\$ cts.	1 00	0 75	0 85	1 50	4 50	0 75
Riley & Brown.	\$ cts.		-				
Flemming & Sons.	\$ cts.						
	Ercaration below contract level, as per Specification,	Taking down old same taking and carting away Burplus materials	per c. yd.	Per Speeification per c. ft	facing to freestone	Walling in basements, as per Specificationp. sup. ft	sured only to faces

\_\_\_\_\_

	Κεπε, Μείπετη 5τ Μοοπεγ.	\$ cts.						
	McKean & Millikin.	€ cts.						
l.	A. Christie & Co.	ts €	1 75	1 25	0 85	1 25	1 20	1 30
ncludea	Keening & Fellows.	\$6 cta	0 75	3 00	0 20			
e.—Co	G. J. Chubb.	\$ cts.						
er, etc	R. Flaherty & Co.	\$ cts.						ļ
Tend	J. Bourke.	Sets.	2 00	0 85	0 45	0 55	1 80	0 20
with	Wm. Cansey.	\$ cts.			0 88			
nitted	R. R. Walab.	\$ cts.	1 25	0 12	0 60	0	1 80	0 40
e subi	J. S. Almstrong.	.   \$ cts.	1 10	0 20	0 50	0 56	2 00	0 30
to b	.basW 28 basW	- B cts.	1 00	0 25	0 40	0 33	0 40	0 20
RDULE	J. Isbester.	S cts.	0 30	1 50	09 0	0 50	4 00	0 60
-Sch	J. G. McDonald.	ts € cts	1 50		11-27	14 + 27	1 80	0 25
.) ICE, SAINT JOHN, N.B		a per	is, and cartug away manururur	w of masson working below or above con- below or above con- blor and materials, as	3, including all labor	cation do	Specificationp. sup. ft.	op for no manage
(Appendix No. 8-Concluded.) POST OFFICE, SAINT JOHN, N.BSCHEDULE to be submitted with Tender, etcConcluded.		Excavation below contract level. incinding alling in memoin	Taking down old basement walls a rais (this from to include takin	at the rebuilding)	Freestone walling to basements	Extra for labor only, to external	walling to basements, as per Extra for labor only, to extern and windows of becoment w	BAOwing.

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(Appendix No. 9.)

### POST OFFICE, &c.

### St. JOHNS, QUEBEC.

Form of Tender.

The undersigned hereby agree to do and perform the whole of the works as required in the erection and completion of the above Post Office, &c., and in accordance with plans, elevations, sections, detail drawings, conditions and specification, prepared under instructions of the Honorable the Minister of Public Works, for the sum named as under, viz, :--

Devel		N. Trudel.	Wright & Boucha	Dennis O'Brien.	Dupont, Deschamps & Cartier.	J. Chagnon.	Ish. Molleur.	Theo. Brodeur	Felix Côté.	T. Brodeur.	Demers & Lalonde
Tender comprising the whole of the works in one bulk sem	\$ \$ 100 6,98	\$	<b>\$</b> 7,373	\$	\$ 8,000	\$ 9,000	\$ 9,000	\$ 9,487	\$ 9,500	\$ 9,790	\$ 10,500

164-3

10.)
No.
Appendix

## THIRTY-THIRD CONTRACT.

CANADIAN PAGIFIG RAILWAT (Pembina Branch)-GRADING, BRIDGING AND TRACK-LATING, BETWEEN ST. BONIFACE AND EMERSON, 631 MILES.

Tender for Works.

estisfaction of the Engineer-in-Chicf, or officer duly authorized to act under him, all excavation, grading, bridging, track-laying, ballasting and other works required to be done in completing that portion of the Pembina Branch Railway between St. Boniface The undersigned hereby offer to furnish all necessary plant, materials and labor, and to execute and complete, to the entire Station and the Intercolonial Boundary at Emerson, upon the terms and conditions stipulated in the Specification bearing date Is th April, 1876, and within the time stated in the Bill of Works bearing date 7th February, 1878, at the rates given herowith, which rates applied to the approximate quantities given in the Bill of Works, amount in the aggregate to the sum of \$

and added to or deducted from the above-mentioned amount, as the case may require, according to the several prices set opposite to The undersigned further agree that all additions to, and alterations or omissions in the work contracted for, shall be valued, each description of work in the following schedule, and according to the special provisions of the Specification, and the amount so altered shall be considered and settled as the true amount of the contract.

The undersigned further propose and offer to have the whole of the work embraced in the Bill of Works completed by the 1st November, 1878, with the exception of the ballasting-of which a sufficient quantity will be put on to place the line in fair Erunning order by the above date, and complete the same early the following year

Approxi- mate Quantities	Description of Work.	α. c. c₀	C. C. Couvrette. A. Charlebois.	A. Cha	rlebois.	Kavanag & U	Kavanagh, Murphy & Upper.	L. 7. Mallette,	allette.	John Ryan.	tyan.
		Rates.	Rates. Amo'nts'		Rates. Amo'nts	Rates.	Rates. Amounts.	4	Rates. Amo'nts	Rates.	Rates.  Amo'nts
100 50 100	Acres clearing	<b>\$</b> cts. 15 00 20 00	\$ 1,500 1,000	\$ cts. 10 00 30 00	\$ 1,000 1,500	<b>\$</b> cts. 24 00 28 00	\$ cts. 2,400 00 1,400 00	\$ cts. 10 00 30 00	1,500	\$ cts. 2 00 2 00	\$ 200 100
666,000 100 140,000 10,000	066,000 Lineal feet fencing	20 00 9 00 0 20 0 20	2,000 5,994 100 28,000	25 00 10 00 3 00 23	2,500 6,660 300 32,200	50 00 5 00 2 50 0 25	5,000 00 33,500 00 35,000 00 35,000 00	25 00 7 00 2 50 0 23	2,500 46,620 250 32,200	5 00 1 10 0 23	7,326 100 32,200
1,000 1	y.nd railway limits       do 0       0       0         1,000 Lineal feet undor drains	0 20 15 00 3,200 00 2,400 00	2,000 6,400 1,500	23 2,500 00 2,500 00 1,800 00	<b>2,300</b> 1,800	0 30 25 00 3,000 00 2,500 00	3,000 00 2,50 00 2,500 00 1,750 00	$\begin{smallmatrix}&&&0&23\\&&&&2&0&00\\3,500&00&00\\1,x00&00\\1,x00&00\end{smallmatrix}$	2, 300 2, 300 7, 000 1, 800	0 25 20 00 3,000 00 2,000 00	2,500 2,000 2,000

### SCHEDULE OF QUANTITIES AND PRICES.

42 Victoria.

### Sessional Papers (No. 164)

A. 1879

15,000							1,250	1.500				3,220			125				4		4		2,500	74 250	21,450	44,000	265,966
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8,750							1,500	1.250	600	13,300	1,200	2,800	1,750	225	120	600	120	001	2,200	1,000	2700	100	3,000	680 68 0001	13,200	33,0 .0	259,553
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8,750 1,500							1,500	1.250	006	13.300	1,200	2,800	1.750	225	120	009	120	001	2,200	1,000	2.200	100	3,000	680	13 200	<b>33,000</b>	219,645
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7,500 1,000							1,375	1,125	900	11.000	800	3,750	1,400	240	120	260	100	1001	2,200	800	2.200	15	2,500	593 60 ÷00	13,200	27,500 400	203,624
3 00	15 00	13 00	13 00	11 00 12 00	10 00		0 00	0 45	0 45	0 30	0 20	0 20			0 20		010	010	0 10	0 08		75 00		10 0		0 25 20 00	- <u>-</u>
8,600 / Oub. yds. cribwork in sbutments and piers of bridges, including timber and stone filling.p. c. yd. 1,000 / Rip-rap do		3 -9 -9 -	lipped with common time mortar,	do brickwork in h		do clay puddle Lin. ft. piles-tamarac	Square 1 timber in trestle-work. bridges culorets fo.	Lin. ft. 16in. by 12 in., v	do do	do 12 do 12 in:, white pine or tamarack.	do 12 do 9in., do	do 8 in., do do 12 in., may be spruce	do 12 do 9in., do d	do 12 do 6in., do	5001 do 9 do 9 in. do do	do 9 do 6 in, do d	0 9 do 4 in., dod	do 4 do	do 10 inch flatted timber, may be spruce. d	1000 Rt R M hamlock or do do do		do hardwood plank do	Lbs. wrongnt iron, includ. bolts, spikes, straps, &c. I	out do cast irui do	Miles track-laying p. 1		Total amount
-			****			3,500		3		Îĝ	4		2	-	1	4	-î-	÷ -	33.	ġ-	110.000	Ĩ	20.0	8,000	Ĩ	110,000	

Sessional Papers (No. 164.)

(Appendix No. 10-Continued.)

THIRTY-THIRD CONTRACT.-Continued.

CANADIAN PACIFIC RAILWAY (Pembina Branch)-GRADING, BRIDGING AND TRACK-LAYING, &C.

Tender for Works.

SCHEDULE OF QUANTITIES AND PRICES.-Continued.

Approxi- mate Quantities	Description of Work.	<b>Ј</b> оя. Wh	itehead.	Wardrop	Jos. Whitehead. Wardrop & Ross.	John W. Sifton.	Sifton.	James I	James Isbester.	Wm. D.	Wm. D. Barclay.
		Rates.	Rates. Amo'nts	Rates.	Rates. Amo'nts	Rates.	Rates. Amo'nts	Rates.	Rates. Amo'nts	1	Rates. Amo'nts
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666,000 100 140,000	off-take drains off-take drains al feet, fencing c yards, loose roci	80 00 1 00 00	8,000 39,960 100	100 00 8 00 0 60	10,000 53,280 60	60 8 60 3 80 00	6,000 53,280 200	80 00 0 08 0 75	8,000 63,250 75	160 00 15 00 1 00	18,000 99,900 100
10,000	do ercavation in off-take directed	0 22	30,800	0 25	35,000	0 25	35,000	0 24	33,600	0 26	36,400
1,000	1,000 [Lineal feet under drains do	the second second second second second second second second second second second second second second second s			2,000	0 25			2,700		
2111	Spans, Howe truss, 100 do do 80 do do 60	. 2,160 00	4,320 3,520 2,040	3,500 00 2,160 (0 1,440 00	7,000 2,160 1.440	3,700 00 2,600 00	F- 01 0	4,500 2,880 2,880		3, f00 00 2, 500 00	2,800
2,500 1,000	Oubic yards cribwork in abutments and piers of bridges, including timber and stone fillingp. cr				12,500 3,000	3 00 3 00	-			2 00 2 00	
	do bridge	18 00				18 00	-	14 00	14 00	18 00	÷
	do	16 50				14 00		13 00		14 00	
		17 00				16 00		12 00		1 50	

42 Victoria.

Sessional Papers (No. 164.)

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11 00 9 00	11 00		6	0 55		0 40	0 25	0 40			0 25	0 12		0 20			40 00 00 00		0 13			00 93 20 00	
-			1, 200	1,500	1,000	15,200	1,400 3,500	6,000	300	200	1.200	200	50	6,600		2,000	3,850	40	3,750	22.600	18.480	38,500 800	310,750
14 00 8 00	16 00	2 00		0 60 0 50		0 40		0 40		0 20		0 20		0 30		0 20	0 35		0 15			0 35 40 00	<u> </u>
				1,000	800	11,400	2,100.	4,500	270	120	901 640	100	20	3,080]		1,400	3,000	-00 	2,000	000.66	10,800	33,000 500	308,603
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	mortar brickwork in common lime mortar, lipped with cement.	oak, of a	k, bridge		h White I	tan.		may be		-0-	5.0		oak	:	timber, m			ncluding bolts, spikes,					
	ar ork in ar, lipped	cement	estle-wo	12 in 12	9 do 12 do	ор С	יסי	12 do 9 do	- D	4 40	סינ	4 do 4 do	• e1 ]	Dell	tted	r spruce plank	· · ·	ncluding				z ngs	l amount
culvert lime ment culvert brickwe	mortar brickwork mortar,	cement	mber in ti	, 16 inches by 15 do	0 10	сŀ,		do do		do do		op	9-9-	spruce	8 inch fla	hemlock or	pine plank	t iron, i	straps, &cc. iron		aying	ballastin nd crossi	Total
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		5		C 01	<b>8</b> 8	Y	4	3			4			79	2		ЭН	25	u	165	-	=	

THIRTY-THIRD CONTRACT.-Continued.

CANADIAN PACIFIC RAILWAY (Pembina Branch)-GRADING, BRIDGING, AND TRACK LATING, &c.

Tender for Works.

SCHEDULE OF QUANTITIES AND PRICES.-Continued.

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	Rates.	Amo'nts	Rates.	Amo'nts		Amo'nts	Rates.	Amo'nts	Rates.	Am'nts
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	50 W	1,000		001	12 00				nn cr	
take drains) do	40 00	4,000	6 00 10 00	600 66 000					150 00	15,000
ibic yards loose rock excavation p. cub. yd.	0 30	30	1 00	100					150 00	150
avation (includ	0 25	35,000	0 25	35,000	0 25	35,000	0 23	31,200	0 30	42,000
excavation in off-take ditches, become reitwor limits	16 0		0.93	9 500						4.000
neal feet undei-drains p.100 lin.ft			20 00	500 500	60 00				0 20	2004
ans Howe truss, 100 feet clear per span.		9,400	5,500 00	11,000	3,950 00	1.900	3,800 00		40 00	8,000
do	3,500 00 2,300 00	3,500 2,300	4,400 00 3,300 00	<b>4</b> ,400	3,750 00	3,750	3,050 00 2,280 00		40 00 30 00	3,200
in abutments and piers			E	010		000 01	E			1 5 000
		3.000		2,000						4,000
ds bridge masonry in hydraulic cement				-					•	•
mortar in common lime										
mortar, lipped with cement.	11 00		27 00		20 00		12 00			
culvert masoury in hydraulic ce mortar	6 50		17 00		20 00		16 00			
culvert masonry in common mortar, lipped with cement.	8 00		17 00		18 00		10 00	_		
	pproxi- mate       Description of Work.         Long do close cutting       Joece of Work.         100       do close cutting       per acre.         00       do close cutting       per acre.         100       do close cutting       per acre.         100       do close cutting       per acre.         100       do close strating       per acre.         100       fake drains)       poloin fi         100       fake drains)       poloin fi         10,000       earth excavation (including bor- do extavation in off-take ditches, do       do         10,000       do crains, loof earth excavation       do         2,500       Lineal feet undet-drains       do         1       do       do       do         2,500       Cubic yards bridge masonry in bydraulic cement       do         1,000       Ripred and entres, lipped with cement       do         1,000       Uubic yards bridge masonry in bydraulic cement       do         1,000       Uubic yards bridge masonry in bydraulic cement	ription of Work. Per acre. Iing side-ditches and off- do do maximum per acre. do do reaction (including bor- avation (including bor- do railway limits. per span. do na. railway limits. do na. railway limits. do tim abutaents and piers, do na. railway limits. do tim by draulic cement do soury in common lime do soury in common lime do soury in common lime do soury in common lime do	miplion of Work.       Murphy & Upper.         miplion of Work.       Rates.       Amo'nts         mates.       Amo'nts       \$ cts.       \$ 00         mates.       ano'nts       \$ cts.       \$ 00         mates.       ano'nts       \$ cts.       \$ 00         mates.       ano'nts       \$ cts.       \$ 00         mates.       b.100 lin.ft       \$ 00       \$ 000         exervation       p.100 lin.ft       \$ 00       \$ 000         exervation       \$ 00       \$ 000       \$ 000         exervation       \$ 00       \$ 000       \$ 000         exervation       \$ 00       \$ 000       \$ 000         exervation       \$ 000       \$ 000       \$ 000         evervation       \$ 000       \$ 000       \$ 000         feet clear       \$ 000       \$ 000       \$ 000         feet clear       \$ 000       \$ 000       \$ 000         fini	miplion of Work.       Murphy & Upper.         ription of Work.       Rates. 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Sessional Papers (No. 164.)

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Per hour.

(Appendix No. 11.)

### BAY OF QUINTÉ.

### Tender for Dredging to be performed in the Bay of Quinté.

The undersigned hereby tender to perform the dredging at the various localities hereafter to be set forth in the Bay of Quinté, furnishing labor, plant; and to meet all contingencies of any character soever, according to the specification, for the period named, and to the depths of water required, for with such modification as hereafter may be made by the Department of Public Works, in accordance with the rules of the Department, at the following rate:—

Further, undertake to execute the necessary contract, binding sel not to demand any increase to the above prices, but to execute and complete the same in a proper and workmanlike manner in accordance with the specification, to the entire satisfaction of the Department of Public Works.

### propose of

and

as surelies for the due fulfilment of the contract.

	/Name.
	Address.
	Occupation.
Signature of Contractors,	Address. Occupatior. Name.
	Occupation.
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Dredging in the localities hereafter to be set forth in the specification, according to directions hereafter to be given, with a dredge capable of removing 50 cubic yards ordinary excavation per hour, measured on 3cow, with accompanying tug and two scows; the whole completely manned, furnished with fit fuel, and perfectly effective in all respects, including charges of bringing to and removing the plant from the work, and all the towage incident to removal from one locality to the other; the Department not being held liable for any damage or loss to the plant, from firestorm, or other cause. Rate per hour actually worked.

The dredge	propose	to	employ	is	the
of which	the own	er			

P. S. Malcolm, dredge "Giant"	\$6	40
Wm. Pearce, dredge "Nithsdale"	6	30
Hunter & Murray, dredge "America"	-	50
C. E. Kaig. dredge "Samson"	•	00
R. Macdonald, dredge "Ithica"	9	00
C. Daly, dredge "W. J. Daly"	4	95

€£

(Appendix No. 12.)

### GEORGIAN BAY.

### Tender for Dredging to be performed in the Georgian Bay.

The undersigned hereby tender to perform the dredging at the various localities hereafter to be set forth in the Georgian Bay, furnishing labour, plant; and to meet all contingencies of any character soever, according to the specification, for the period named, and in the localities described to the depths of water required, or with such modification as hereafter may be made by the Department of Public Works in accordance with the rules of the Department, at the following rate:—

Further, undertake to execute the necessary contract, binding sel not to demand any increase to the above prices, but to execute and complete the same in a proper and workmanlike manner in accordance with the specification to the entire satisfaction of the Department of Public Works.

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	Occupation

Dated...

Dredging in the localities hereafter to be set forth, according to directions hereafter to be given, with a dredge capable of removing 50 cubic yards ordinary excavation per hour, measured on scow, with accompanying tug and two scows; the whole completely manned, furnished with fit fuel and perfectly effective in all respects, including charges of bringing to and removing the plant from the work and all the towage incident to removal from one locality to the other; the Department not being held liable for any damage or loss to the plant from fire, storm, or other cause. Rate per hour actually worked.

The dredge propose to employ on the above work is the of which the owner

Per hour.

Garkin, Stickney & Cram, dredge "No. 2"	\$6	49
P. Larkin, dredge "No. 9" or "No. 1"	11	00
do do "No. 4"	7	00
do do "No. 6"	8	00
Ferguson, Mitchell & Symms, dredge "Dominion," "Ontario"		
or "Erie"	7	90
C. F. Dunbar, dredge "Faugh-a-Ballah"	16	00
Chicago Dredging and Dock Co., dredge "No. 3"	8	60
Wm. Pearce, dredge "Nithsdale"	6	35
Hunter & Murray, dredge "John Page "	9	50
C. E. King, dredge "No. 8"	7	60
R. Macdonald, dredge "Nipissing"	15	00

# UPPER OTTAWA RIVER IMPROVEMENT.

Tender for the Construction of Dams, &c., between Bryson and the Culbute Locks.

machinery and labor, and to execute and complete, in a satisfactory and workmanlike manner, all the works connected with the construction of a Submerged Dam, Stop Logs, &c., at the Grand Calumet Rapids; a Submerged Dam at the Flat Rapids in the "Rocher Fendu Channel;" as well as the excavation of Shoals between the Chapeau and Culbute Locks, according to the Specifihave affixed to the different items in the following table, ready to enter into contract for their due execution and completion, on the terms and conditions , 1878, and offer for sureties for the carrying out of these conditions, The undersigned, hereby offer the Honorable the Minister of Public Works to furnish all the necessary materials, tools, as well as for the due performance of the works, the two persons who have signed their names to this Tender for that purpose. cations and Plans exhibited, at the rates or prices stated in the advortisement dated and hold

	cts.	15	15	15	30	02	25 45
<b>Јорп W. Webster.</b>	64	0	0	0		0	4
Wm. O'Connor.	& cts.	0 15	0 15	0 15		90 0	
C. T. Gouin.	& cts.	0 15	0 15	0 15		0 05	
Т. Кататадр.	⇔ cta.	0 14	0 14	0 14		0 08	
.madynil lonmaß	\$ cts.	0 133	0 134	0 133		₹÷0 0	
John Proudfoot.	& cta.	0 14	0 14	- FI 0		0 02	
Burna & Colter.	€9 Ct s.	0 13	0 123	0 15		20 0	
F. X. L'Heureux.	& cts.	0 11 0	0 10	0 14	-	0 03	-
.баоттаН вэта.	ta Cta	0 123	0 123	0 124		0 04	
Ратгіск Гуопа.	\$ cts.	0 10	0 10	0 13		0 03 -	
Јори Нагуеу.	\$ cts.	0 15	0 15	0 15	0 16	10 0	
Rody O'Neill.	Cts.	0 145	0 144	0 143	0 15	0 04	
.ang Ala8	<del>69</del>	8,700	3,700	1,150	2,000	8,000 2,0	1,800
Deteription of Work.	Submerged Dam at Grand Calumet Rapids.	Pine timber in cribs, 12 in. square pr. c. ft. Pine timber in piers, 12 in.	square do damin south do	channel, and across reef, 12 in square do Pine timber in stop logs, 16	in square do	wrought from polts, &c pei 15.	Stone filing in cribs, piers, F.
± ⊆   42	Submerged	Pine timbe square Pine timbe	Fine timbe	channel, 12 in sq Pine timbe	in. Fquai	Drilling by	Stone fillin

\_\_\_\_\_

0 <b>40</b>	100 00	0 15 0 25 0 45 0 45	0 40 100 00		0 40	06 0	1 00
0 50 70 00	250 00	0 15 0 25 0 06 55	0 50 250 00		0 65	0 65	0 65
9 55 70 00	175 00	0 30 05 05	0 55 175 00		0 65	0 65	0 65
0 50	200 00	0 14 0 06 0 06	200 (10		0 60	0 65	0 70
00 83	195 00	0 13 0 13 0 04 0 53	0 59		0 49	0 47	0 83
0 50	150 00	0 14 0 25 0 60	200 00		0 40	0 40	0 60
0 40 64 00	250 00	0 13 <del>1</del> 0 20 0 27 45	0 40 200 00		0 20	0 70	0 60
0 40 55 60	100 00	0 11 0 30 0 45	0 40 100 00		1 00	0 50	1 00
0 49	145 00	$\begin{array}{c} 0 & 12\frac{1}{2}\\ 0 & 17\\ 0 & 04\\ 0 & 49\end{array}$	0 52 93 00		0 43	0 30	0 00
0 35 00 81	95 00	0 10 0 40 0 03 0 43	0 35		0 95	0 50	0 93
0 30 66 00	00	0 15 0 20 0 45 0 45	0 30 60 00		0 40	0 33	0 30
0 30	00 02	0 14 0 16 0 16 0 40	0 30		0 35	0 30	0 30
88 70 00		10,000 160 4,700 1,625	740		400	2,800	1,400
Stone and gravel filling above and below dam, and at ends of dam do Ornh winches for stop logs, with chains, houks, &c each. Removing stones, and	clearing seats of cribsbulk sum Submerged Dam at Flat Rapids.	Pine timber in cribs, 12 in. square	sbove and below dam do Removing stunes, and clearing seats of cribsbulk sum	Excavation of Shoals.	At Chapeau Excavation of all material found in thosi, hauling and de- positing, as specifiedpr. c. yd. At MacDonaly's Channel. - Excavation of all ma- terial found in shoal,	hauling and depositing, as specified do At l'isletErcavation of	an material toung in sboal, hauling and de- positing, as specified do

<b>96 0</b> ≹+0 0	0 84	425 00		2 25	1 15	2 25
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0 06 0 75	1 00	360 00		1 53	1 (0)	1 50
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0 07 0 75	1 30	660 09		1 50	09 0	2 00
		~			•	
0 04	0 65	300 00		06 0	1 25	1 10
14 10 14	0			g		
0 04 <b>4</b> 0 60	0 60	250 00		1 00	1 00	1 00
01 0	20	00		1 00	8	1 80
00	0	150 00		1	1	
0 05 0 50	40	130 00		0 58		1 25
	0	130		0	-	-
0 034	<u> 5</u> 2 0	400 00		06 0	00 1	0 95
		400		0	-	3
0 70	0 75	300 00		89 0	8	0 75
		- 300		. 0	~	°
0 04 0 75	0 73	00		0 55	0 02	0 55
		125 00				
0 02 0 60	0 60	200 00		0 75	0 75	0 75
1b. 0 10 0 052 yd. 0 60 0 60	040	um 60 00		yd.	0 70	0 20
Jb.		aum		yd.		
pr. c.	er 	ulk		r. c.	գւ	qo
, åc		8. ba. b	Excavation of Shoals.	d in de- me.	terial round in snoal, hauling and depositing, as specified	de
bolt.	w da	es, if cri	<b>ور</b> ز	foun and ified Uhan	Posit Posit	and
la cr	belo	ats (	ttion	Ling d's of o	d de X ca	spe
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roug ne fi	940q	earir	E	Chal all all Bach Bach	nulin Bpec /Isle	sitin
Wrought fron in bults, &c. pr. lb. Stone filling in cribs pr. c. yd		rer c		At ChapeauExcavation of all material found in aboal, hauling and do- positing, as specifiedpr. c. ] At MacDonald's Channel. -Excavation of all ma-	vertal round in snowl, hauling and depositing, As Bepeifed	122

N.B.--All materials to be measured in the work.

### 42 Victoria.

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### (Appendix No. 14.)

### LAMP STANDARDS, PARLIAMENT GROUNDS, OTTAWA.

### Form of Tender.

The undersigned hereby offer to do and perform the several works required for the above in accordance with drawings and specification, prepared under instructions of the Honorable the Minister of Public Works, for the sum named as under.

Tender for the whole of the works as shewn on the drawings and described in the specification :--

E. Chanteloup	\$3,070
W. G. Roche & Co	2,600
Wm. Alex. Gibson	
Wm. Alex. Gibson & Co	4,300
H. G. Roche.	4,500
H. R. Ives & Co	4,852
G. C. Reiffenstein	5.800
John Whitton	6,775
Rabjohn, Olmstead & Son	6,784
	7,760

### (Appendix No. 15.)

### SUPPLY OF COAL, PUBLIC BUILDINGS, OTTAWA.

### Form of Tender.

The undersigned agree to furnish and deliver at the several places before named, at the Public Buildings, Ottawa:--

	Per 2,000 lbs.	McCullough & Bros.	A. McIntosh.	0. Legris.	L. Fauteüz.	Chapman, Bray & Co.	J. W. McRae & Uo,	G. W. McCul- lough.	F. Clemow.
Anthracite—Lehigh Lackawana., Wilkesbarre Bituminous—Nova Scotia American Scotch Newcastle		\$ cts. 5 85 5 35 5 35 5 35 5 35	\$ cts. 5 12 4 88	\$ cts. 4 96 5 30	\$ cts. 5 06 5 40	\$ ets. 7 20 6 50 6 50	\$ cts. 5 18 6 00	\$ cts. 5 19* 4 95 5 19 4 90	\$ ets. 5 20 5 68 6 25

\*Black Diamond.

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### (Appendix No. 16.)

### CONTRACT No. 37 .- CANADIAN PACIFIC BAILWAY .- Grading, Bridging, Track-laying

Appros Quanti		Description of Work.	McGreev	<b>y &amp; He</b> ney.
·(			Rates.	Amounts
	1		\$ cts.	
800		Clearing	40 00	,
15		Close cutting	60 00	
50		Grubbing (including side ditches and off-take drains) do Fencing	150 00 0 06	
	C. yds.	Solid rock excavation pr. c yd	1 30	
3,000		Loose rock do do	0 60	
1.100.000		Earth excavation (including borrowing) do	0 22	
3,000		Excavation in off-take ditches beyond railway limits do	0 25	
	Lin. ft.	Under-drains	0 20	2,000
. 2	Spane	Iron superstructure 150 ft. clear.	600	
	do	do100 do		
	do	do		1
•••••	do	do		) <b></b>
·····	do	do		
•••••	Spans	Howe truss, 150 feet clear pr. span. do 100 do do do		2 376
1	do do	do 100 do do do do do do do	2,376 00	2,376
		do 60 do do	1,320 00	
1		do 40 do do	880 00	
	,	6-feet tunnels for streams 1 c. yd. pr. lin. ft.		
	C. yds.	Cribwork in abutments and piers of bridges, including		1
	0	timber and stone filling pr.c. yd.	3 00	
1,200	do	Rip-rap do	2 00	2,400
3,000	do	Bridge masonry in hydraulic cement mortar do	13 00	104,600
	do	do in common lime mortar lipped with		
		cement do		·····
	do	Culvert masonry in hyraulic cement mortar do	9 00	*
3,000	' do	do in common lime mortar lipped with	<b>F F</b> 0	67 500
		do drv do	7 50 6 50	67,500
	do do	do dry do Brickwork in hydraulic cement mortar do		
	do	do in common lime mortar, lipped with cement do		
250.	do	Concrete made with hydraulic cement do	7 00	
250		Clay puddle do	1 50	1 '075
		Square Timber in trestle-work, culverts, bridges, §c.		
1 500	T : ft	16 inches by 12 inches, white pine	0 20	450
500		15 do $12$ do $12$ do $12$	0 30	
	do	15 do 9 do do do		
200	do	12 do 12 do white pine or tamarac do	0 20	
		12 do 9 do do do		·····
	do	12 do 6 do do do		·
	do	12 do 4 do do do		
	do	9 do 9 do do do		
•••••	do	9 do 8 do do do		*****
	do	9 do 6 do do do		
•••••	do	9 do 4 do du do		
	do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		
	do du	4 do 2 do oak scantling do 10-inch flatted timber do		
	ų	8-inch do do	0 06	
	do	Piles, tamarac or oak, of size to square 12 in. at large end do		
			15 00	300
	do		10 00	
	do Ft. B. M.	Pine plank pr. 1000 ft. B.M Hardwood plank do	40 00	40
20,000	do Ft. B. M.	Pine plank pr. 1000 ft. B.M	40 00 0 10	40 200
20,000 1,000 2,000 200	do Ft. B. M. do Lbs. do	Pine plank pr. 1000 ft. B.M Hardwood plank	40 00 0 10 0 06	40 200 12
20,000 1,000 2,000 200 125,000	do Ft. B. M. do Lbs. do No.	Pine plank pr. 1000 ft. B.M Hardwood plank	40 00 0 10 0 06 0 15	40 200 12 18,750
20,000 1,000 2,000 200 125,000 52	do Ft. B. M. do Lbs. do No. Miles	Pine plank pr. 1000 ft. B.M Hardwood plank do Wrought iron, including bolts, spikes, straps, &c per lb. Cast iron do Ties per tie. Track-laying pr. mile.	40 00 0 10 0 06 0 15 250 00	40 200 12 18,750 13,000
20,000 1,000 2,000 200 125,000 52 156,000	do Ft. B. M. do Lbs. do No. Miles C. yds.	Pine plank pr. 1006 ft. B.M Hardwood plank do Wrought iron, including bolts, spikes, straps, &c per lb. Cast iron do Ties per tie. Track-laying pr. mile. Ballasting pr. c. yd	40 00 0 10 0 06 0 15 250 00 0 22	40 200 12 18,750 13,000 <b>34,320</b> 300
20,000 1,000 2,000 200 125,000 52	do Ft. B. M. do Lbs. do No. Miles C. yds.	Pine plank pr. 1000 ft. B.M Hardwood plank do Wrought iron, including bolts, spikes, straps, &c per lb. Cast iron do Ties per tie. Track-laying pr. mile.	40 00 0 10 0 06 0 15 250 00	40 200 12 18,750 13,000 <b>34,320</b> 300

C. Scr	ipture.	J. M. Ro	ousseaux.	Smith, Re	pley & Co.	Е. Н.	Lemay.	Curran &	Malette.
Rates.	Amounts	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts	Rates.	Amounts
\$ ets.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
23 00		16 00	12,800	20 00	16,000	15 00		50 00	40,000
40 00	600	70 00	1,050	50 00	750	50 00	750	50 00	750
60 00	3,000	70 00	3,500	75 00	3,750	50 00	2,500	60 00	3,000
5 00	2,500	4 00 1 40	2,000		2,500	5 00 1 40	2,500		2,500
$   \begin{array}{r}     1 50 \\     0 45   \end{array} $	$277,500 \\ 1,350$	1 40	259,000 2,400	1 35 1 00		1 40 0 75	259,000 2,250		296,000 4,500
0 43			275,000	0 27	297,000	0 27		0 25	275,000
0 27		0 27	810	0 30	900	0 25	750	0 50	1,500
12 00		40 00	4,000	40 00		25 00	2,500	20 00	200
7,200 00		7,500 00	15,000	7,500 00		8,000 00	16,000	7,500 00	15,000
								7,000 00	·····
								6,000 00	
	··· <i>·</i> ····		. <b></b>					5,000 00	
		1,200 00 3,750 00	•••••		•••••			3,200 00	
2,600 00		2,400 00	2,400	2,000 00	 2,000		•••••	6,000 00 3,000 00	3,000
	4,000	1,760 00	2,400	1,600,00	<i>2</i> ,000			2,800 00	3,000
1,280 00			11.880	1,080 00				1,500 00	16,500
780 00	780	600 00	600	600 00				1,200 00	1,200
$2,575\ 00$		12 00		20 00		14 00	··· <b>···</b> . <b>····</b>	15 00	
4 00		3 00		5 00				7 00	
1 85	2,220		2,400	2 00	2,400	2 50			1,800
8 30	68,000	11 09	88,000	11 00	88,000	12 00	96,000	$10 \ 00$	80,000
8 20		10 00		11.00		11.00		10 00	
	·····				********		·		
	1	11 00	•••••	11 00		3 00		10 00	
8 00	72,000	5 00	45,000	5 00	45,000	5 50	49,500	4 00	36,000
5 00		4 00						4 00	
11 60		10 00		10 00		15 00		18 00	
11 20		9 00	·····	10 00		14 00		17 50	
5 70 2 20	1.325	5 00	1,250	5 00		6 00			1,500
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048		0 30	450	0 30	450	50 00	750	0 30	450
0 45		0 27	135	0 30		50 00	250	0 30	150
0 43	, 01			0 25		045		0 40	
042 037		0 25	40	0 25		0 40		0 40	80
0 30		0 23		0 25		0 40			•••••
0 24		0 20			··· •••••	0 35		0 40 0 35	
0 22		0 19							
0 21		0 19		0 15			· · · · · · · · · · · · · · · · · · ·		
0 19		0 15						0 30	
0 17		0 15		0 10		0 25		0 30	
0 15 0 19		0 15						0 30	
0 19		0 40				0 20	·····	0 60	·
0 23		0 15					••••		• • • • • • • • • • • • • • • • • • •
0 53		0 15		0 12		0 10	• • • • • • • • • • • • • • • • • • •	0 25	·····
20 00	400	035 3000	600	<b>25</b> 00	500	40 00		1 00 25 00	500
38 00	38			50 00		150 00			100
0 10	209	0 10		0 10		0 20			400
0 09	18	0.08		0 10	20		40	0 20	40
$\begin{array}{r} 0 & 14 \\ 230 & 00 \end{array}$		025	250	0 22	27,500	0 20	25,000	0 25	31,250
0 27	1,000			300 00		300 00			9,100
37 00	,			0 40					46,800
	1,110	25 00	750	50 00	1,500	30 00	<b>9</b> 00	25 00	750
	819.690		821 021	1	859 450		861 AF	 )	868,045
			031,041		1 004,400	*****	1 001,400		1 000,040

and Ballasting 50 miles.-Tender for Works.-Schedule of Quantities, &c.

### CONTRACT No. 37.-CANADIAN PACIFIC RAILWAY.-Grading, Bridging, Track-laying

Approx Quant		Description of Work.	F. B. Mc C	Namee & o.
Quan			Rates.	Amounts
	]		\$ cts.	\$
800	Acres	Clearing	20 00	16,000
15	do	Close cutting do	50 00	750
50		Grubbing (including side ditches and off-take drains) do	75 00	-1
50,000	Lin. It	Fencing pr. 100 lin. ft. Solid rock excavation pr. c. yd	7 00 1 50	
3,000		Loose rock do do	1 00	3,000
1,100,000		Earth excavation (including borrowing) do	0 24	
3,000	do	Excavation in off-take ditches beyond railway limits do	0 50	1,500
10,000	Lin. ft.	Under drains pr. 100 lin. ft.	20 00	
2		Iron superstructure in	<b>9,000 90</b> <b>5 000 00</b>	
	do do	do		
	do	do 60 do	3,000 00	
	do	do	2,000 00	
		Howe truss, 150 feet clear pr. span.	<b>3,750 0</b> 0	
1		do 100 do do	2,500 00	
11	do do	do 80 do do 1 do 60 do do 1	2,000 00 1,500 00	
1	do	do 40 do do	1,000 00	
	Lin. ft.	6-feet tunnels for streams 1 c. vd. pr. lin. ft.		
	C. yds.	Cribwork in abutments and piers of bridges, including		
		timber and stone fillingpr. c. yd	1 50	
1,200	do	Rip-rap	2 00	
8,000	do do	Bridge masonry in hydraulic cement mortar do do in common lime mortar lipped with	$12 \ 00$	96,000
•••••	uu	cement	11 00	
	do	Culvert masonry in hydraulic cement mortar do		
3,000	do	do in common lime mortar lipped with		
		cementdo	10 00	
•••••	do do	Brickwork in bydraulic cement morter do		
	do	do in common lime mortar lipped with cement. do		
250	do	Concrete made with hydraulic cement do	6 00	1,500
250	do	Clay puddle do	1 00	250
		Square Timber in trestle-work, culverts, bridges, &c.		
1,500	Lin. ft.	16 inches by 12 inches, white pine	0 15	225
500	do	15 do 12 do do do	0 15	75
	do	15 do 9 do do do 1	0 15	30
200	do	12 do 12 do white pine or tamarack do	0 15	
	do do	12 do 9 do do do 12 do 6 do do do		· · · · · · · · · · · · · · · · · · ·
		12  do  0  do  do   do  12  do  4  do  do   do  do   do  do		*****
			U 100	
	do do	9 do 9 do do do	0 10	
	do do	9 do 9 do do do 9 do 8 do do do	0 10 0 10	
	do do do	9 do 9 do do do 9 do 8 do do do 9 do 6 do do do	0 10 0 10 0 10	·····
	do do do do	9         do         9         do         do	0 10 0 10 0 10 0 08	·····
	do do do do do	9       do       9       do       do	0 10 0 10 0 10 0 08 0 08	······ ·······························
	do do do do do do	9       do       9       do       do	0 10 0 10 0 10 0 08 0 08 0 08 0 08	· · · · · · · · · · · · · · · · · · ·
	do do do do do do do	9       do       9       do       do	0 10 0 10 0 10 0 08 0 08 0 08 0 10 0 09	· · · · · · · · · · · · · · · · · · ·
	do do do do do do do do do	9       do       9       do       do	0 10 0 10 0 10 0 08 0 08 0 08 0 10 0 09 0 30	· · · · · · · · · · · · · · · · · · ·
20,000	do do do do do do do ft. B. M.	9       do       9       do       do       do         9       do       8       do       do       do         9       do       6       do       do       do         9       do       6       do       do       do         9       do       4       do       do       do       do         10       fatted timber	$\begin{array}{c} 0 & 10 \\ 0 & 10 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 10 \\ 0 & 09 \\ 0 & 30 \\ 30 & 00 \end{array}$	
20,000 1,000	do do do do do do do ft. B. M. do	9       do       9       do       do	0 10 0 10 0 10 0 08 0 08 0 10 0 08 0 10 0 08 0 10 0 30 0 30 30 00 40 00	600 40 300
20,000 1,000 2,000	do do do do do do do do ft. B. M. do Lbs	9       do       9       do       do	0 10 0 10 0 08 0 08 0 10 0 08 0 10 0 09 0 30 30 00 40 00 0 15	600 40 300 20
20,000 1,000 200	do do do do do do do do ft. B. M. do Lbs do No.	9       do       9       do       do	0 10 0 10 0 00 0 08 0 08 0 08 0 08 0 08 0 09 0 30 30 00 40 00 0 15 0 10 0 25	600 40 300 20 31,250
20,000 1,000 2,000 200 125,000 52	do do do do do do do ft. B. M. do Lbs do No. Miles	9       do       9       do       do	$\begin{array}{c} 0 & 10 \\ 0 & 10 \\ 0 & 10 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 09 \\ 0 & 09 \\ 0 & 00 \\ 30 & 00 \\ 30 & 00 \\ 40 & 00 \\ 0 & 15 \\ 0 & 10 \\ 0 & 25 \\ 250 & 00 \end{array}$	600 40 300 20 31,250 13,000
20,000 1,000 2,000 200 125,000 52 156,000	do do do do do do do do ft. B. M. do Lbs do No. Miles C. yds.	9       do       9       do       do	$\begin{array}{c} 0 & 10 \\ 0 & 10 \\ 0 & 10 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 00 \\ 0 & 09 \\ 0 & 30 & 00 \\ 30 & 00 \\ 40 & 00 \\ 0 & 15 \\ 0 & 10 \\ 0 & 25 \\ 250 & 00 \\ 0 & 30 \end{array}$	600 40 300 20 31,250 13,000 46,800
20,000 1,000 2,000 200 125,060 52	do do do do do do do do ft. B. M. do Lbs do No. Miles C. yds.	9       do       9       do       do	$\begin{array}{c} 0 & 10 \\ 0 & 10 \\ 0 & 10 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 08 \\ 0 & 09 \\ 0 & 09 \\ 0 & 00 \\ 30 & 00 \\ 30 & 00 \\ 40 & 00 \\ 0 & 15 \\ 0 & 10 \\ 0 & 25 \\ 250 & 00 \end{array}$	600 40 300 20 31,250 13,000

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and Ballasting 50 miles .- Tender for Works .- Schedule of Quantities, &c. - Continued.

Starrs &	O'Hanly.	Murphy	& Upper.	John	Ryan.	р. в. м	cDonald.	Magui Kimt	
Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amo'nt
\$ cts.	\$	\$ ets.	\$	\$ cts.	\$	\$ cts	\$	\$ cts.	\$
50 00	40,000	25 00	20,000	35 00	28,000	25 00	20,000	$25 \ 00$	
50 00	750	45 00	675	10 00	150	50 00	750	25 00	
100 00	5,000	65 00 6 00	3,250	100 00	5,000	80 00	4,000	55 00	2,75
6 00 1 65	3,000 305,∠50	6 00 1 67	3,000 308,950	500 190	2,500 351,500	$\begin{array}{c} 0 & 05 \\ 1 & 72 \end{array}$	$2,500 \\ 318,200$	8 10 1 73	
1 00	3 000	0 49	1,470	1 00	3,000	125	3,750	1 25	
0 25	275,000	0 27	297,000	0 24	264,000	0 27		0 23	
0 25	750	0 30	900	0 24	274	0 27	810	0 22	66
10 00	1,000	13 00	1,300	5 00			4,000	80 00	
0,500 00	21,000	7,500 00	15,000	9,750 00	19,500	12,000 00	24,000	11,000 00	
6,500 00	·····	4,500 00		5,000 00		5,200 00		7,200 00 4,100 00	
5,000-00 3,609-00		2,500 00		2,000 00	••••••	2.800.00		3,000 00	
2,200 00		1,700 00							
6,000-00		5,000 00		5,250 0		8,000 00		5,700 00	
<b>3,8</b> 00 00		2,700 00						3,340-00	
3,200 00		2,000 00						-3,075 00	
600 00 600 00	6,600 600	1,300 00 800 00	14,300 800	$1,080 \ 00 \\ 480 \ 00$		1,800 00 1,000 00	19,800	1,760 00	19,30
12 00		27 00		480 00	480	1,000 00	1,000	1,000 00	)
		1.00		0.00					,
4 50		4 00						4 75 2 70	5
2 00		2 00		1 00		2 00	2,400	2 70	3,24
10 00	80,000	9 25	74,000	11 00	88,000	10 00	80,000	·····	
9-50				10 00					
8 00		8 50		900		<b>9</b> 00		·····	•••••
7 00		8 00		8 00		8 00			5 105,78
10 00		5 00				7 00		7 24	5
9 50				900					) . <b></b>
6 00		6 00		6 00		4 00		5 5	
3 00	750	2 00	500	1 20		1 00	250	040	) 10 
0 50		0 52		0 40		0 28		0 5	
050 040		0 50		038		0 28	140	04	9 24 L∖
0 45		0 48		0 30		0 28	56		5
0 40		0 40		0 24					8
0 30		0 33		0 15					2
0 25		0 26		0 12		0 20			9
0 80 0 30		0 25		0 20		0 15		02	
0 25		0 24		0 20				02	
0 20		0 20		0 10		0 12			2
0 15		0 18				0 12		0.0	8
0 15		0 22				0 12		0.0	3
030		0 26					)'	02	
0 50	• • • • • • • • • • • • • • • • • • • •	0 24		0 08		0 18		02	
20 00	400	22 00		20 00		25 00		25 0	
25 00	25	40 00		50 00		30 00			0
0 15	300	0 10	200	0 10	200	0 12	240	0.0	
0 15		0 08		0 10		0 12		00	
	31,250 10,400					0 25		03 3750	
0 25		1 250 00		300 00		265 00 0 38		375 0 0 3	
0 25 200 00		. 0. 90	45 240	1 41 -1					
0 25	39,000	·0 29		0 80 20 00		25 00		18 0	

### CONTRACT No. 37.-CANADIAN PACIFIC RAILWAY.-Grading, Bridging, Track-laying

	ximate tities.	Description of Work.		ois, Shanly Monty.
			Rates.	Amounts
			\$ cts	. 3
800	Acres.	Clearing pr. acre.	50 0	1
15	do	Close cutting do	50 0	0 750
50		Grubbing (including side ditches and off-take drains) do	60 0	
185 000	$\mathbf{C}$ , $\mathbf{v}$ ds.	Pencing pr. 100 lin. ft. Solid rock excavation pr. c. yd.	50	
3,000		Loose rock do do	1 1 5	
1,100,000		Earth excavation (including borrowing) do	0 3	
3,000		Excavation in off-take ditches beyond railway limits do	0 50	
		Under-drains		. 1 /
2	do	Iron superstructure		0 <b>15</b> ,000
	do	do		
•••••		do 60 do		0
•••••		do	3,200 00	
	do	Howe truss, 150 feet clear pr. span.		
1	do do	do 100 do do do 80 do do	3,000 00	
11		do 60 do do do	1,50000	16,500
1	do	do 40 do do	1,200 00	1,200
		6-feet tunnels for streams 1 c. yd. pr. lin. ft.	15 Ŏ(	·
	C. yds.	Cribwork in abutments and piers of bridges, including		
1,200	do	timber and stone filling		
5,000	do do	Rip-rap do Bridge masonry in hydraulic cement mortar do	1 50 10 0 <b>0</b>	
	do	do in common lime mortar lipped with	10 00	1 00,000
		cement do	10 00	
	do	Culvert masonry in hydraulic cement mortar do	10 00	·····
3,000	do	do in common lime mortar lipped with	• • •	F ( 000
	do	do dry do	6 00 6 00	54,000
	do	Brickwork in hydraulic cement mortar do		
	do	do in common lime mortar lipped with cement do		
250	do	Concrete made with hydraulic cement do		1,500
250	do	Clay puddle do	1 50	375
		Square Timber in trestle-work, culverts, bridges, &c.		i
		Square A moer in result-work, carrers, or ages, ge.		
1,500	Lin. ft.	16 inches by 12 inches, white pine pr. 1. ft.	0 50	750
500	do	15 do 12 do do do	0 30	
		15 do 9 do do do		
200		12 do 12 do white pine or tamarac do 12 do 9 do do do	0 40	
••••••		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	040	
		12 do 4 do do do	0 35	
	do	9 do 9 do do do	0 35	
•••••	do	9 do 8 do do do		•••••
	do do	9 do 6 do do do 9 do 4 do do do		
	do i	$\begin{array}{cccccccccccccccccccccccccccccccccccc$		·····
••••••	do	4 do 2 do oak scantling do		
		10-inch flatted timder do	0.30	
	do	8-inch do do	0 25	*****
20.000 1	do	Piles, tamarac or oak, of size to square 12 in. at large end do Pine plank pr. 1000 ft. B.M.		500
1,000	do	Hardwo.d plank do	$\begin{array}{c} 25 & 00 \\ 100 & 00 \end{array}$	100
2,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c per lb.	0 20	400
200	do	Cast iron do	0 20	40
125,000	No	Ties per tie.	0 25	1 A 100
523 156 000	Miles.	Track-layingpr. mile.	175 00	
156,000 30	V yas.	Ballasting	$\begin{smallmatrix}&0&30\\25&00\end{smallmatrix}$	1 'mth
		and orosemBernin and and and and and and and set.	<b>20</b> 00	
		Total amount		969,195
1	'			l

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and Ballasting 50 miles.-Tender for Works.-Schedule of Quantities, &c.-Continued.

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Law &	Conmee.		Dawson & rray.	James (	Goodwin.	J. I	D. Irwin,	McI	nington, ntyre, Donald bester.
Rates.	Amounts	Rates.	Amounts	Rates.	Amounts	Rates.	Amounts.	Rates.	Amoun
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$ cts.	\$ cts.	\$
25 00	20,000	20 00	20,000	27 00	21,600	20 00	16,000 00	25 00	20,0
<b>3</b> 5 00		20 00	300	<b>5</b> 0 00	750	30 00	450 00	50 00	7
70 00	3,500	135 00	6,750		3,500				
5 00	2,500	8 00	4,000	7 00	3,500			0 06	
2 00 0 80	370,000 2,400		305,250 2,400	1 80 0 60	333,000 1,800			1 70 2 30	
0 27	297,000			0 29	319,000			0 26	
0 27	810	$026^{2}$			990			0 26	
20 00	2,000		10,300	15 00	1,500			40 00	
L0,000 00		9,000 00	18,000	8,000 00	16,000			12,750 00	25,5
7,000 001		5,000 00	i			7,000 00		5,500-00	
4,650 00		3,280 00				6,000 00		4,000 00	
2,600,00		2,100 00							
5,000 00		4 125 00	·		·				
3,200 00	3.200	2,420 00	2 420	3,000,00	3,000	4,000 00		3,500 00	
2,400 00	3,200	1,936 00	2,420	2,500 00		<b>3.2</b> 00 00	j	2,400 00	
2,000 00	22 000	1,320 00	14,520	1.400 00	15,400	2,400 00	26,400 00	1,500 00	
1,200 00	1,200	880 00	880	1,000 00	1,000	1,600 00	1,600 00	850 00	
6 00		10 00		29 00	••••	20 00		15 00	
2 00		7 50	i			0.05		4 00	1
2 00	2,400	7 50 2 50	3,000	4 50	9 700	2 25 2 50			
11 00			3,000	<b>2 25</b> 10 00	<b>2,700</b> <b>80,000</b>	2 00	112,000 00	2 00 15 00	
	00,000			10 00	60,000	14 00	112,000 00	10 00	120,00
10 00		10 25	82,000	9 75		13 00		14 00	
5 00		8 00	72,000	9 50					
							1		
4 00	36,000	8 00		9 00	8,100			11 00	
		7 00		5 50	•••••				····
9 00 8 00		10 00		12 00					••••
4 50	1,125	9 00 5 00	1,250	11 50 6 50	1,625	6 00 7 00	1,750 00	5 00	1,2
1 50	375	0 70	175	2 50	625	1 25		1 00	
0 35	525	0 40	600	0 50	750	0 18	<b>270</b> 00	0 25	31
0 33	165	040	<b>200</b> <sup>1</sup>	0 48	240	0 18		0 25	12
0.30	••••	0 40							
030	60	0 30	60	0 44	88	0 15	30 00]	0 25	
0 20		0 30 1	•••••••		•••••				·····
		0 29 0 25	•••••	0 36 0 27	•••-•				
		0 25				0 15			·····
0 20 .	••••••			0 23		0 15			·····
0 15									
		0 20 '		0 20	۱۰ ر د د د د د د د د د د	0 15			
0 08		0 20	•••••	0 17				0 10	•••••••••••
0 15		0 25		0 23		0 15			••••••
0 13		0 15	··········	0 27	••••••				
0 25		0 15 0 28	•••••	0 25 1.	•••••	0 10		0 15	
20 00	400	15 00	300	23 00	460	25 00	500 00	20 00	4(
30 00	30	25 00	25	43 00	43	35 00	35 00	30 00	
0 09	180	10 00	200	0 10	200	0 15	300 00	0 10	20
0 07	14	0 06	12	0 08	17	0 10	20 00	0 10	2
0 25 300 00	31,250	0 20	25,000	0 20	25,000	0 22	27,500 00	0 20	25,00
0 33	15,600	400 00	20,800	300 00	15,600	200 00	10,400 00	260 00	13,52
25 00	51,480 750	0 65 45 00	101,400 1,350	0 33 45 00	51,480 1,350	0 60 10 00	93,600 00 300 00	0 35 30 00	54,60 90
	973, 489		974,400	-			990,607 50		1,001,43

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### CONTRACT No. 37 .- CANADIAN PACIFIC RAIL WAY .- Grading, Bridging, Track-laying

	imate	Description of Work.		arkin.
Quanti	ties.		Rates.	Amount
			\$ cts.	ŝ
800	Acres.	Clearingpr. acre.	30 00	24,00
15	do	Close cutting do	35 00	52
50;	do	Grubbing (including side ditches and off-take drains) do	50 00	-,-,
50,000	Lin. It.	Fencingpr. 100 lin. ft. Solid rock excavation	7 50	
3,000	do	Loose rock do do	$1 50 \\ 1 75$	
1,100,000	do	Earth excavation (including borrowing) do	0 26	
3,000		Excavation in off-take ditches beyond railway limits do	0 24	72
10,000	Lin. ft.	Under-drains	71 75	7,17
Z į	do	lron superstructure 150 ft. clear. do 100 do	10,440 00 5,300 00	
	do	do	3,750 00	
	do	do 60 do	2,680 00	
•••• •• •••••	do	do 50 do	1.984 00	
	do	Howe truss, 150 feet clear	5,000 00	
1	do do	do 100 do do do do do do do do	3,175 00 2,900 00	
11	do	do 60 do do	1,500 00	
1	do	do 40 do	1,000 00	1,00
	Lin. ft.	6-feet tunnels for streams ic. yd. pr. lin. ft.	<b>7</b> 00	
••••	C. yds.	Cribwork in abutments and piers of bridges, including		
1,200	do	timber and stone filling do	4 00 3 00	3,60
8,000	do	Bridge masonry in hydraulic cement mortar do	10 00	
	do	do in common lime mortar lipped with	10 00	00,07
		cement do		
	do	Culvert masonry in hydraulic cement mortar do		
3,000	do	do in common lime mortar lipped with	10 70	08.96
	do	do dry do do	10 70 7 00	<b>96,3</b> 0
	do	Brickwork in hydraulie cement mortar do		
	do	do in common lime mortar lipped with cement. do		
250	do	Concrete made with hydraulic cement do	5 00	
250	do	Clay puddle do	0 70	17
		Square Timber in trestle-work, culverts, bridges, &c.		
1,500	Lin. ft.	16 inches by 12 inches, white pinepr. 1. ft.	0 48	
500	do	15 do 12 do do do	0 48	
200	do do	15 do 9 do do do 12 do 12 do white pine or tamarac	045	
2001	do	12 do 12 do white pine or tamarac do 12 do 9 do do do		
	do	12 do 6 do do do		
••••••	-	12 do 3 do do do		
•••••	do	9 do 9 do do do		
••••••	do do	9 do 8 do do do 9 do 6 do do do		
	do	9 do 6 do do do 9 do 4 do do do		
	đo	6 de 4 do do do	0 06	[
	do	4 do 2 do oak scantling do		·····
••••	do	10-inch flatted timber do		
•••••	do do	8-inch do do Piles, tamarac or oak, of size to square 12 in. at large end. do		
20,000	Ft. B.M.	Pine plank pr. 1 000 ft. B.M.	30 00	1 6
1,000	do	Hardwood plank do	40 00	4
2,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c pr. lb.	0 09	
200	do	Cast iron do	0 09	1 10
125,000 52	No. Miles.	Ties	0 33	
140	m. (08.	Track-laying pr. mile.	340 00	·
	C. vds	Dellasting		101.
15 <b>6</b> ,000 30	U. yds.	Ballasting pr.c. yd. Points and crossings laying each set.	0 30	

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and Ballasting 50 miles .-- Tender for Works .-- Schedule of Quantities, &c.-- Continued.

D. 0'	Brien.	Nagle, M & Mc	lcDougall Quarrie.	Loss &	McRae.		deau & onald.	Alex. M	anning.
Rates.	Amounts	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
40 00	32,000			40 00		35 00	28,000	25 00	20,000
100 00	600 5,000	20 00 75 00	300 3,750	40 00 100 00	600 5,000	$     40 \ 00 \\     75 \ 00 $	<b>6</b> 00 <b>3,</b> 750	30 0 <del>9</del> 80 00	450 4,000
10 00	5,000	11 00	6,050	8 00	4,000	5 00	2,500	5 00	2,500
1 60	<b>296,</b> 000		321,900	$     \begin{array}{c}       2 & 00 \\       1 & 00     \end{array} $	370,000 3,000	1 75	323,750 5,250	$180 \\ 100$	333,000 3,000
0 50 0 30	1,500 330,000		<b>2,700</b> <b>319,000</b>	0 30	330,000	0 32	352,000	0 28	316,800
0 30	900	0 40	1,200	0 30	<b>'9</b> 00	25 00	750	035	1,050
40 00 9,000 00	4,000 18,000			75 00 1 <b>2,5</b> 00 00	7,500 25,000	26 00 11,250 00	2,600 22,500	70 00 13,000 00	6,000 26,000
<b>6,000 00</b>	10,000	11,200 00	32,400	6,000 00		7,000 00		7,000 00	20,000
4,000 00		9,200 00		5,000 00		5,600 00	·	5,600 00	
3,000 00 2,000 00	·····	7,200 00		<b>5,0</b> 00 00 <b>4,5</b> 00 00		4,080 00 2,400 00		4,200 00 3,000 00	
5,000 00		5,200 00 7,390 00		<b>4,500 00</b> <b>5,250 00</b>		<b>6,000 00</b>		6,000 00	
3,000 00	<b>3,</b> 000	4,480 00	4,480	3,500 00	<b>3,5</b> 00	3,500 00	3,500	4,000 00	4,000
2,000 00 1,500 00	16,500	3,680 00 2,160 00		2,800 00 2,100 00	23,100	2,800 00 1,800 00		3,000 00 2,000 00	22,000
1,000 00	1,000		1,300	1,400 00	1,400	1,200 00		150 00	1,500
20 00	•••••	10 00		<b>´ 8</b> 00	·····	12 00		<b>25</b> 00	
3 50		5 00		4 00		4 00		2 50	
1 50	1,800	2 00	2,400	2 00	2,400	2 00	2,400	2 00	2,400
18 00	144,000	14 00		8 00	64,000	11 00			96,000
16 00		12 00		7 00		10 00			
9 00		9 00		7 00		10 00		10 00	90,000
# 00	•• •••	<b>F</b> 60							
7 00 4 00	<b>63,</b> 000	7 00 5 00	<b>63,0</b> 00	6 00 6 00	54,000	9 00 8 00		9 00 8 00	•••••
9 00	· • · • • • • • • • • • • • • • • • • •	10 00		25 00		8 00		7 00	
8 00		9 00		20 00	1 750	8 00	1 500	6 00	
7 00 2 00	1,750 500	5 00 2 50	1,250 625	7 00	1,750 250	6 00 1 00		8 00 1 25	2,000 312
·0 <b>30</b>	450	0 30	450	0 <b>30</b>	450	0 30	450	0 20	3,000
0 30	150	0 30	150	0 25	1 25	0 30	150	0 20	100
0 30 0 25	•••••••	023 024	48	025 025	50	0 30		0 20	40
0 25	••••• •••••	0 18		0 25		0 30		0 20	
0 15	•••••••	0 12	<b></b>	0 30		0 30		0 20	
$   \begin{array}{c}     0 & 15 \\     0 & 15   \end{array} $	••••••••	0 08 0 16		030 025		0 30 0 30		0 20	
0 15		0 15	·····	0 25		0 30		0 20	
015 010	······	0 12		0 25	·•••••••••	0 30		0 20	· • • • • • • • • • • • • • • • • • • •
0 10	***** ******	0 08		025 025	•••••	030 030	•••••	0 20	
0 15	*****	0 04		0 50		0 30		0 20	
0 12 0 10	•••••	0 20		0 20		0 20		0 12	••••
0 30	*****	015 045	•••••	020 100		020 040		0 12	
20 00	400	24 00	480	50 00	1,000	30 00	600	25 00	500
25 00 0 10	25	30 00		50 00	50	40 00		35 00	
0 05	200 - 10	0 12	240 24	0 15 0 10	<b>3</b> 00 <b>2</b> 0	0 12 0 10	240 20	15 00 0 10	
0 25	31,250	0 24		0 25		0 25	31,250	0 22	27,500
175 00 0 35	9,100	<b>295</b> 00	15,340	350 00		260 00		180 00	
20 00	54,600 600	035		0 40 35 00	62,440 1,050	0 32		10 00	93,60 <b>9</b> 300
								1	
	1,021,335		1,025,077	*****	1,043,295		1,046,100		1,066,455
			<u> </u>		1	1	l		·

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.— Continued.

		1						1			1	_	
Appro Quan	ximate tities.		Des	criptio	n of Wor	k.		Dav	is &	Stewart.	Sulliv	an	& Beemer.
								Ra	tes.	Amounts	Rate	es.	Amounts
	1							\$	cts		\$	cts.	\$
800	Acres.	Clearing.				p	r. acre.	25	00	20,000	50	00	40,000
15		Close cut	tting	•••••			do	40	00	600	100	00	
50	do	Grubbing							00	9.750	0.00	00	10.000
50 000	Lin. ft.	Fencing.					do lin ft		00 50	3,750 6,200	200	00	10,000 3,000
185,000		Solid rock							90	351,500		50	462,500
3,000		Loose roo					do		75	2,250		50	7,500
1,100,000	do	Earth exc		on (in	cluding	bor-			•••				
2 000	do				. ditubo		do	0	38	418 000	0	35	385,000
3,000	uu	Excavation vond re					do	0	35	1,050	0	35	1,050
10.000	Lin. ft.	Under-dr	ains			r. 100	lin. ft.	45	00	4,500		00	
2		Iron supe							00	16,500			21,000
•••••	do	d	0				do	55	00		7,000	00	
•••••	do	d			••••		do		00				
*******	do	d			••••		do		00				•••••
<b></b>	do do	d Home true					do		00		2,500		
		Howe true do	100				r. span. do	6,000	00	4,000	9,000 4,000		4,000
۲ 	do	do	80				do	2,400	00	4,000	3,200		÷,000
11		do	60				đo	1,650		18,150	2,100		
1		do	40				do	1,000		1,000	1,200		1,200
	Lin. ft.	6-feet tun					lin. ft.		<b>5</b> 0				
•••••	C. yds.	Cribwork											
					timber				72		9	00	
1,200	do	Rip-rap .					r. c. ya. do		75 60	1 020		00	1,200
8,000	do	Bridge m					uo	1 1	00	1,920	1		1,200
0,000		lounge m			it mortai		do	15	00	120,000	11	00	88,000
	do	do do			ommon			1		,			,
				moi		pped	· _						
	4	Culment -			h cement		do	11	00	····· ···	11	00	********
	do	Culvert m	asonr				đa	1 19	00		7	امم	
3,000	do	do			nt mortan Smmon		do	13	00		•	00	
2,000	uu	u 40		mor		pped							
	•	1			h cement		do	11	00	99,000	6	00	54,000
· • • • • • • • • • • • • • • • • •	do	do		dry		••••	do	7	00		6	00	
*****	do	Brickwork					а.		**				
1	do	da			1		do	12	50		16	00	
•••••	uu	do			lime mo th cemer		do	11	00		15	00	
250	do	Concrete 1	made	with h	vdraulie	ce-	uu		00		10	1	
		ment					do	7	<b>5</b> 0	1,875	8	00	2,000
250	do	Clay pudd	le				do	1	50	375	2	00	<b>5</b> 0 <b>0</b>
i										i			
		Square	Timbe	r in tro	estle-word	k, culv	erts,			:		Ì	
		_		bridge	8, f.c.								
1,500	Lin. ft.	16 inches l	by 12 i	nches.	white ni	nepr	: 1. ft.	0	55	825	Ð	60	900
500	do	15 do	12	do	do		do	0	50	250	Ó	55	
		15 do	9	do	do		do	0	35		0	45	***** ****
200	do	12 do	12	do	white		,	~	~*		~	50	100
	do	12 do	0	đo	ortam		do		35	70			
		12 do 12 do	<u>9</u> 6	do do	do do	•••	do do		28 20				
		12 do	4	do	do	••• •••	do		09		ő	18	
		9 do	9	do	do	•••	do		15		0	30	
*****	đọ	9 đo	8	do	do	•••	do		15		0	25	
•••••	dò	9 do	6	do	do	** **	do		13		0	20	

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.— Concluded.

Appro: Quant		Description of Work.	Davis &	Stewart.	Sullivan & Beemer		
Quan			Rates.	Amounts	Rates.	Amounts	
	 	Square Timber in trestle work, &cCon.	cts.	\$	\$ cts.	\$	
••••••••••	Lin. ft.		0.00	ĺ	0.15		
	do	tamaracpr. l. ft. 6 do 4 do do do	0 09			· · · · · · · · · · · · · · · · · · ·	
	do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0.00		0 10		
	uv	ling do	0 121		0.06	 	
	do	10-inch flatted timber do					
	do	8-inch do do	0 17				
	do	Piles, tamarac or oak, of size to	i • 1.		0.00		
		square 12 in. at large end do	1 50		0.80		
20,000	Ft. B. M.	Pine plankpr. 1,009 ft, B.M.		*5,000			
1,009		Hardwood plank do	45 00	45	50 00		
2,000	Lbs.	Wrought iron, including bolts,					
· ·		spikes, straps, &c per lb.	0 11	220	0 15	300	
200	do	Cast iron do	0 08	16			
125,000	No.	Ties per tie.	0 37	4,6250	0 30	37,500	
52	Miles	Track-layingpr. mile.	375 00	19,500			
156,000		Ballasting pr. c. yd.	0 38	59,280		62,400	
30	sets	Points and crossings laying each set.	40 00	1,200	5 00		
		Total amount	·····	1,203,326		1,228,449	

Norn.-All items without quantities are not to have price affixed to them.

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### A. 1879

### (Appendix No. 17.)

### ST. LOUIS GATE,

### FORM OF

The undersigned hereby offer to do and perform the several works required Specification prepared under instructions of the Honorable the Minister of Public

Description.	Jos. Archer.	J. Low.	Mallette & Curran.	Charlebois & Shanly.	D. O'Brien.	J. O'Leary.	Stewart & Aitchison
Tender comprising the whole of the works in one bulk sum						\$_cts. 16,326 00	

SCHE

Schedule to be submitted with Tender for

Excavation below con- tract level in earth, as per Specification, in- cluding filling in, ramming and carting away surplus materials per yard cube of 27 ft.		0 30	0 75	0 80	0 50	0 75	0 35
Excavation below con- tract level in rock, as per Specification, in- cluding filling in, ramming and carting away surplus materials per yard cube of 27 ft.		1 10	1 50	1 65	1 25	1 50	1 00
Walling to foundations per yard cube of 27 ft	3 50	6 00	7 00	7 25	3 50	4 00	4 50
Concrete to foundations per yard cube of 27 ft	3 50	5 50	4 50	4 75	4 00	4 00	3 00
		}		1	1		

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### QUEBEC.

### TENDER.

for the erection and completion of the above in accordance with Drawings and Works, for the sum named as under.

Richard & Richard.	Т. Каталаgh.	Simon Peters.	J. M. Oliver.	Hatch & Hatch.	J. Hatoh.	Wm. Veaner.	Smith & Fortier.
\$ cts.	\$ cts.	<b>\$</b> cts.	\$ cts.	\$ cts.	<b>\$</b> cts.	\$ cts.	\$ cts.
17,600 00	18,236 67	2 <b>3</b> ,343 27	23,950 00	26,875 00	29,800 00	30,000 09	33,272 00

### DULE.

### work as per first paragraph of Specification.

0 30 0 40 0 50 1 00 0 40 0 28	
	0 30
1 15 1 00 2 00 1 50 0 90 1 20	1 20
7 00         9 50         10 06         5 50         5 00         9 00	10 00
······	7 00

(Appendix No. 18.)

### KENT GATE, QUECEC.

### Form of Tender.

The undersigned hereby offer to do and perform the several works required for the erection and completion of the above, in accordance with drawings and Specification prepared under instructions of the Honorable the Minister of Public Works, for the sum named as under.

TENDER COMPRISING THE WHOLE OF THE WORK IN ONE BULK SUM.

Joseph Archer	\$14,162	00
J. Low	14,192	66
Mallette & Curran	14,622	89
J. O'Leary.	14.978	
Charlebois & Shatly	16.247	65
Richard & Richard	16,950	
D. O'Brien	17,000	
Stewart & Aitchison	17.500	
T. Kavanagh	18,932	
J. M. Oliver	23,950	
Hatch & Hatch	26,875	
Simon Peters	27.449	
J. Hatch	27,500	00
W. Venner	32,320	
Smith & Fortier	35,325	

SCHEDULE.

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								-	• >							
Description.		Јозерр Агсрег.	J. Low.	Mallette & Curran.	J. O'Leary.	Charledois & Shanly.	Richard & Richard.	D. O'Brien.	.noeidəti <b>A 3 t18w</b> 9tB	Т. Каталарь.	J. M. Oliver.	Hatch & Hatch.	Simon Peters.	J. Hatch.	. Теппет.	Smith & Fortier.
<b>Excava</b> tion below contract level in e	earth, as per Speci-	ts ts	\$ cts	\$ cts	\$ cts	\$ cts	¢ cts	\$ cis	\$ cts	& cts	t cts	\$ cts	\$ cts	\$ cts	& cts	S cts
fication, including filling in. ram away surplus materials, per yard	mming and carting, rd cube of 27 feet	0 25	0 30	0 75	0 75	0 80		0 50	0 35	0 30	0 50	1 00	0 40	0 40	G 28	0 30
Excavation below contract level in rock, as per Speci- fication, including filling in, ramming and carting away surplus materials, per yard cube of 27 feet	rock, as per Speci- mming and carting d cube of 27 feet	1 00	1 10	1 50	1 50	1 65		1 25	1 00	1 15	<b>2</b> 00	1 50	1 00	06 0	1 20	1 20
Walling to foundations, per yard cube of 27 feet	e of 27 feet	3 50	6 00	7 00	4 00	7 25		3 50	4 50	1 00	10 00	5 50	9 50	5 00	00 6	10 00
Concrete do do	do	3 50	5 50	4 50	4 00	4 75		4 ()()	3 00	3 75	5 00	3 00 1	4 00	4 25	6 50	00 1

(Appendix No. 19.)

### THIRTY-EIGHTH CONTRACT.

CANADIAN PACIFIC RAILWAY.—TENDER FOR THE ERECTION OF A TEN-STALL ENGINE HOUSE.

No Tender will be received unless on this Form, nor unless accompanied by an accepted Bank Cheque for \$200, marked good for thirty days, as provided for in the 21st Clause of the Specification.

The Engine House will be erected on the station ground, Selkirk, Manitoba.

Tenders, in sealed envelopes, addressed as follows, will be received until noon on Saturday, the 13th day of July, 1878:

TENDER FOR ENGINE HOUSE.

F. BRAUN,

Secretary,

Public Works Department,

Ottawa.

The undersigned hereby offer to furnish all the labor, materials and plant necessary for the erection of a Ten-stall Engine House at Selkirk, Manitoba, according to the Plans and Specification dated 20th May, 1878, and complete the work to the entire satisfaction of the Engineer-in-Chief, or other officer duly authorized to act under him, for the bulk sum of—

Gouin & O'Meara	\$30,500
F. J. Bowles	31,480
R. Dickison	45,500
Jas. Isbester	34.989
B. Steacy	
G. Taylor	<b>39</b> ,300 38,900

\_\_\_\_

And should it prove necessary to carry the foundations to a greater depth than is specified and shewn on the drawings, or to extend the drain beyond the distance named, the undersigned will perform these additional works at the following rates :—

Description.	Gouin & O'Meara.	F. J. Bowles.	R. Dickison.	Jas. Isbester.	B. Steacy.	G. Taylor.
Excavation in foundations (below specified depth) per cubic yard Excavation in foundations (below specified depth) per lineal foot, rock Masonry in foundations (below specified depth) per cubic yard Extension of drain (price to cover excavation, building the drain and refilling) per lineal yard	\$ cts. 0 25 0 50 5 00 5 00	\$ cts. } 1 25 15 00 4 50	\$ cts. 0 40 12 00 18 00	\$ cts. 0 40 10 50 9 00	\$ cts. 0 57 8 <b>35</b> 2 75	\$ cts. 0 45 8 00 10 00

The whole of the work to be executed in a substantial and workmanlike manner, and to be completed on or before the 1st day of September, 1879.

And in case this Tender shall be accepted, the undersigned hold sel ready to enter into contract for the due execution and completion of the work, and to comply with the

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(Appendix

CANADIAN PACIFIC RAILWAY-BUILDING EIGHT FNGINEER'S HOUSES AND PLATFORMS.

Log.					ennern tout		Ч	Liakoping.		24	Port Savanne.	÷
<u> </u>	Frame.	Plat- form.	Log.		Frame.	Plat- form.	Log.	Frame.	Plat- form.	Log.	Frame.	Plat- form.
Purcell & Ryan Diation 2,738 John McLaurie 2,450 • W. P. Farrell 2,460 Cheverette & Belanger 2,400 Peter McKellar 2,500 Oliver, Davidson & Co	\$ 2,738 2,738 2,400 3,000	550 2500 2500 2500 2500 2500 2500 2500	🤲 ରିରିରି କିରିରିରି	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ 2,300 2,738 2,600	\$ 350 2550 2550 2550 2550 2550 2550	2, 738 2, 738 2, 738 2, 550 3, 000 3, 100	2, 425 2, 425 2, 600	<b>4</b> 389 350 350 250 250 250	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ 2,738 2,738	2000 350 270 270 275 275
	Upsala.		Ca	Carlstadt.		Br	Bridge River.	er.	E	English River.	er.	Gross
Log. Fre	Frame.	Plat- form.	Log. F	Frame.	Plat- form.	Log.	Frame.	Plat- form.	Log.	Frame.	Plat- form.	Value.
	6	64	   #	<b>9</b>	. 65	69	6	ef.	64	6	6	e e
2,580	2,675 2,738	600	2,705 2,738 2,900	2,800 2,738	350 350	2,880 2,738 3,000	3,000 2,738	350 350	3,005 3,100 3,100	3,100	350 350	23,409 23,504 24,875
3,000 3,200 2,500	2,900	280 3 400 3 230 2	3,300 3,200 2,700	3,200	300 400 240	3,600 3,250 3,000	3,500	320 400 250	3,300 3,350 3,350	3,800	340 400 260   1	25,200 26,580 26,650
Oliver, Davidson & Co 3,500		285 3	3,800		. 285	4,000		300	4,200		310	29,920

42 Victoria.

### Sessional Papers (No. 164.)

### (Appendix No. 21.)

POINT DU CHÊNE BREAKWATER, SHEDIAC HARBOR, N.B.

TENDER FOR EXTENSION OF BREAKWATER.

I, the undersigned, hereby offer to the honorable the Minister of Public Works to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner all the works required for the extension of the Breakwater at Point du Chêne, Shediac Harbor, N.B., according to the Plan and Specification exhibited to me, for the bulk sum of—

Archibald McKay	\$2,415	98
Beaumont & Co.	2,491	
J. A. Nickerson	2,697	50
McManus & Co	2,700	
L.S. Stewes.	2,748	
W. Taylor	2,750	
M. B. Keith	2,845	
Gray & Wheaton	2,900	
P. S. Shurman	2,970	
Adam Tait	2,988	
L. B. Mills	3,095	
Jas. Farrell	3,250	00
G. W. Bonnell	3,300	00
J. O. Stennix	3,950	
A. Stewes	3,950	00
J. P. Taylor	5,950	00
D. Morrow	6,000	00
G. E. Mills	6,730	
G. L. Brown.	6,790	
J. McDonald	6,900	
A. McDermott	7,850	
	,	

And hold myself ready to enter into a contract, and offer the two undermentioned persons as Sureties for the due fulfilment of the same.

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### (Appendix No. 22.)

### NEW SAVINGS BANK,

### Form of

The undersigned hereby offer to do and perform the several works required for sections, detail drawings, conditions and Specifications, prepared under instructions

Description of Work.	Jones & Thomas.	McKay & Scherman.	G. J. Grant.	Foxwell & Colby.	J. G. Macdonald.	Forwell & Witmore.	Flood & Prince.
Tender comprising the whole of the work in one bulk sum	<b>\$</b> 24,879	<b>\$</b> 33,000	\$ 33,200	<b>\$</b> 33,360	<b>\$</b> 33,755	\$ 34,100	<b>\$</b> 34,535
Or separate Tenders, as follows : No. 1.—Tender for excavator, mason							
and bricklaver's work, pages 1 to 7, inclusive, of Specification	12,706				20,800		21,720
No. 2.—Tender for ironwork, pages 8 and 9 of Specification				•••••	2,800		2,640
No. 3.—Tender for roofer and plasterer's work, pages 10 and 11 of Specifica- tion	•••••				2,134		1,404
No. 4.—Tender for carpenter and joiner's work, pages 12 to 17, inclusive, of Specification	•••••		•••••	• ••••	6,372		5,321
No. 5.—Tender for painter and glazier's work, page 18 of Specification					1,100		2,800
No. 6.—Tender for plumber and gas- fitter's work, pages 19 and 20 of Specification					550		650

### 42 Victoria.

### ST. JOHN, N.B.

### —— Tender.

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the erection and completion of the above building, in accordance with Plans, elevations, of the Honorable the Minister of Public Works, for the sums named as under.

W. L. Williams.	Geo. Connor.	B. Mooney & Sons.	Wand & Wand.	Stewart & Aitchison.	Wm. Cansey & Co.	Fleming & Son.	C. G. Reed.	J. Harris & Co.	J. H. Hutchison.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
34,750	35,000	35,384	37,578	37,837	38,500				
<b>18</b> ,000 2,800 1,500								2,440	21,500
***** **** · · · · · · ·	8,000			••••••		•••••			
********	·••••••••••••			<i></i>			·····	·····	
									••••••

(Appendix No. 23.)

PRINCE EDWARD ISLAND RAILWAY.

SOURIS EXTENSION, 1878-CONTRACT No. 1.

SCHEDULE OF QUANTITIES.

Description and Work.		James I	James Barclay.	W. Do	W. Douglass.	McDonald	McDonald & Brown.	F. H. Feltham.	eltham.	Jas. Macdonald	odonuld.
	İ	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.
Barth Work (including ditching		\$ cts.	\$ cts.	\$ cts.	S cts.	. S cts.	\$ cts.	\$ cts.	S cts.	\$ cts.	ts.
es and station ground)c. yds.	5,500				1,045 00	0 17	935 00	0 19	1,045 00	0 18	00 066
plete)No.	t- «				523 11 99 90			21 50		40 00	
Oulvert 3 X 4, open do	-				240 00	22 50	00 8 <del>1</del> 00 00	6 50 12 25	39 00	9 40	56 40
Uld Bnow fence moved rods	218							1 15 1		1 25	
Old board fence moved do	204							3 20		3 50	
New do erected do	63							0 95		080	
							ber cent	5 per cent.			
Total			*2,500 00		2,945 87		2,949 70		3,085 16		3,205 20
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				- putk sum	sum.						•

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PRINCE EDWARD ISLAND RAILWAY-Continued.

SOURIS EXTENSION, 1878-CONTRACT No. 1.

SCHEDULE OF QUANTITIES.

	-				-						
Description and Work.		H. A. Beebe.	Beebe.	Geo. Ks	Geo. Kaulback.	J. W. Macdonald & Co.	acdonald Co.	Dalzell d	Dalzell & Riggs.	*John Sunncott.	nn cott.
		Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	†Rates.	m ounts.	Rates.	Amounts
Barth work (including ditching		\$ cts.	S cta.	\$ cts.	S cta.	S cts.	¢ cts.	\$ cts	¢ C18.	S cts.	\$   \$ cts.
ds.	5,500	0 174	962 50	0 18	00 066	0 21	1,155 00	0 17			
Plete) No. Farm crossings do	1.9.	90 00 8 00				80 00 12 00		20 00 7 00			
	218 218	24 00 0 86				02 00		7 50 0 90			
Old board fence moved do New do erected do	276 63	0 4 5 0 4 8 1 0 1 0	1, 248 52 132 48 60 30	020	1,274 00 193 20 50 20	3 40 0 50	1,237 60 138 00	2 50 0 50			
								0 80	250 00		
Total			3,480 00		3,595 00		3,625 05	******	5,056 90		6,200 00
* This Tender has no schedule of rates, and does not state whether for Northern or Southern line. † These rates are for Northern line; agrees for the same if Southern is adopted.	frates, a ne; agr	ad does n	ot state wh same if Sou	ether for N uthern is ad	orthern or S lopted.	Southern lir	16.				

42 Victoria.

CONTRACT No. 2.

PRINCE EDWARD ISLAND RAILWAY-Souris Extension, 1878.

W. Taylor.	Am'nts		3,120	1,050	300	1,155	40	2,310	5,800	2,140		24,990
	Rates.	\$ cts.				11 00		0 22	0 20			
Jas. Barclay.	Am'nts.	*	4,400	7,050	360	1,050	1 265	1,575	5,220	380		23,000
	Rates.	S cts.				10 00			0 18			
John Sunncott.	Am'nts.	•	2,400	1,500	180	315	1 950	3,500	6,000			22,955
	Rates.	\$ cts.	00 8 8			30 00						
F. Munto.	Am'nts.	ø	3,600	0, (UU 750	240	1,050	1170	1,000	7,260	1,000		22,300
	Rates.	¢ cts.	4 50	2007	4 00	10 00			0 30			
W. B. Hilleride.	Am'ta,	69										. *20,967
	Rates.	69										
Geo. Mooney.	Am'nts.	\$	2,000	2,020	150	20	1.400	2,310	7,250	1,100	1,000	20,525
	Rates.	\$ cts.	2 50			2 50			0 25			
Аlex. Сhrооп.	Amounts.	\$ cts.	1,750 00						6,380 00			19,908 25
	Rates.	\$ cts.	2 25			1 25		•	0 22			
Wharf.		ua.	800	ĩ		<u>8</u>	3	10,500	29,000			••••
Schedule of Quantities in W			Eduare timber, tons	Ballast flooring	Fenders	Flanking (3 in.), ft. B. M	Brush, cub. yds	Excavation of cut for ballast do do hank &	Waste 29,000	do Iron.	do Labor	Total

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\* Bulk sum ; does not state for which line.

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11111100-110. 27-00111111	('nen			CONT	RACT	" No.	CONTRACT No. 2Continued.	nued.							
	I	PRINCE ]	Edwai	Edward Island		AILWA	RAILWAY-Souris	s Exte	Extension, 1878	1878.					
Schedule of Quantities in Wh	ن تا بو	S. Сгоисћег.		MeDonsld & Brown.			J. W. Macdonald & .00.		А. А. Массопаіс.		B. A. Beebe.	John Жиllaly.	- CIRCUMAN DITO &		Geo. Kaulback.
		Rates. Am'ts.		Rates.	Am'nts. Rates.	Rates.	Amounts.	Rates.	Rates. Am'nts.	Rates.	Rates. Am'nts.	Rates. Am'nts. Rates.	Am'nts.	Rates.	Am'nts
Found do tons	uantity 3,800 5,000 05,000 10,500 3,900 3,900 29,000	5 5 5 5 5 5 5 5 5 5 5 5 5 5	\$ 5,800 1,250 1,250 1,950 1,950 1,950 1,950 4,000 4,000		6 4 000 1,600 1,600 1,600 1,600 1,500 6,960 6,960 6,960	Cts.           3100           3200	\$ cta. 3,800 00 1,162 50 2,500 00 1,260 00 1,260 00 6,195 00 5,195 00 5,195 00		<b>2,400</b> 5,875 5,875 1,250 8,400 8,400 1,950 2,625 2,625 400 1,9500	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,40 1,750 1,750 1,750 1,750 1,750 2,520 2,520 2,520 2,520 2,520 2,520 2,520 2,520	6 ct a 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<b>5</b> <b>4</b> ,700 <b>1</b> ,000 <b>1</b> ,000 <b>1</b> ,000 <b>1</b> ,000 <b>1</b> ,560 <b>1</b> ,560 <b>1</b> ,560 <b>1</b> ,560 <b>1</b> ,560 <b>1</b> ,000 <b>1</b> ,000 <b>1</b> ,560 <b>1</b> ,570 <b>1</b>	€ tr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	\$ 6,800 3,260 3,280 1,950 1,950 1,950 6,380 6,380 4,380

42 Victoria.

**A. 1879**,

\* Per Schedule. † Per Tender.

(Appendix No. 25.)

CONTRACT No. 3.

PRINCE EDWARD ISLAND RAILWAY-SOURIS EXTENSION, 1878.

Schedule of Quantities of Buildings.	h. Arthur,	Регег Ясеwart.	МсРопяld & Вгоwп.	, trawsig rsief	Јая. Ватсіа <b>у</b> .	-(inH & Gui)- foyl.	. Масdonald.	.позязай Wbeaton.	Cordett & Cor- Sordett.	J. W. Масdопаld & Со.
	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.	Amounts.
	\$ cts.	S Cts.	\$ cts.	S cts.	\$ cts.	S cts.	S cts.	\$ cts.	\$ cts	¢ Cta
Station building		753 00	2,225 00	2,067 00	2,150 00	2,375 00	2,339 00	2,510 10	2,700 00	4,000 00
Freight shed, 75 × 25		1,173 00	870 30	1,079 00	750 00	1,525 00	1,600 00	1,221 30	1,600 00	1,500 00
Wharf freight shed, $100 \times 40 \dots \dots \dots$	0,498 00	1,182 00	1,448 90	1,380 00	1,400 00	1,000 00	1,775 00	1,868 80	2,300 00	2,300 00
Engine shee, $100 \times 48$		517 00	1,350 00	1,394 00	1,650 00	1,580 00	1,720 00	1,954 92	2,400 00	2,000 00
Total	5,498 00	5,508 00	5,894 20	5,920 00	5,950 00	6,480 00	7,434 00	7,555 12	<b>9,000</b> 00	9,800 00

42 Victoria.

(Appendix No. 26.)

### ROCHER BAY, ALBERT COUNTY, N.B.

### Tender for Works.

, the undersigned, hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery, and labor, and to execute and complete in a satisfactory and workmanlike manner, all the works required for the construction of works at Rocher Bay, Albert County, N.B., according to the Plan and Specification exhibited to for the bulk sum of

and hold ready to enter into a contract; and offer the two under-mentioned persons as sureties for the due fulfilment of the same.

B. Grant	1,600
Sam. Martin	2,390
D. Cleveland	\$2,470
Anthony Steeves	2.495
W. E. Šteeves	2,500
Michael Duffy	2,600
A. Mitchell.	2,800
A. Bray	2,900
W. C. Anderson	3,485
Otis Cannon	3,350
Jordan Steves	3,550
W. H. T. Sumner	3,730
Edwin Copp	4,000
J. McFarlane	4.000
J. F. Verger	4.500
M. E. Anderson	4,950
J. A. Smith	5,000
	,

(Appendix No. 27.)

### WELLAND CANAL.

### Tender for Castings and Heavy Iron Work.

To the Honorable, the

Minister of Public Works, Canada.

Six,—The undersigned hereby offer to supply to the Department of Public Works, for one year or more, all the castings, heavy iron and brass work enumerated hereunder, at such times and in such quantities as may be required, at the prices attached thereto, and in accordance with the annexed Specification.

In case this Tender shall be accepted hold ready to enter into contract for the delivery of the same from time to time as may be required, at

place of business, or at such railroad station, on or near the Welland Canal or Feeder, as may be designated by the Superintendent or other officer in charge. And offer as sureties for the due fulfillment of the contract the two persons who have signed their names to this Tender for that purpose.

			Co.		R. Fe	owler.	<b>A</b> . D	obbie.
Description of Material.	T. Middleton.	George N. Oill.	T. Wilson & (	J. & J. Bell.	Rough.	Finished.	Finished.	Unfinished.
Castings.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Valves	3 <u>1</u>	37	31/2		2 <u>2</u>	3½	3333223223242423333333	
Wrought Iron.         Drum arms and clips	7	4		10	6		98 84 12 10 10 10	

### (Appendix No. 27.-Continued.) WELLAND CANAL.-Continued.

			Co.		R. F	owlie.	<b>A</b> . D	obbie.
Description of Material.	T. Middleton.	George N. Oill.	T. Wilson &	J. & J. Bell.	Rough.	Finished.	Finished.	Unfinished.
Brass.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Brass boxes for crabs per lb. Rollers, &c do Brass washers do	 35	35	 35	<b>6</b> 0	 22	 25	35 <del>1</del> 35 <del>1</del> 28	28 28 28
do matrixas do do nuts for screws do Step brasses do Brasses for gate toe roller do					·····	·····	37 37 28 32 <del>3</del>	28 28 28 28 28
Sundries.								
New serews, without matrixas per lb. Recutting old screws do Steel valve pins do	15 5 18	5 2 12	15 5 18	13 5 35	11/2 30c. or and	12 <del>]</del> \$3 pin key.	$12 \\ 3 \\ 17\frac{1}{2}$	

Tender for Castings and Heavy Iron Work.

### 42 Victoria.

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A. 1879

Description of Work.	Fred. A. Munson.	Јорп Нагчеу.	Реягсе & Муетя.	МсІлятеп & Walker.	.поіло ).Т <b>2 .</b> Г.	nstol bus bisad Row.	-поО'О & О'Соп- пог.	С. Robertson & Оо. (. Jate.) (Тоо late.)	T. Bryce & Bros. (.foo late.)	Sullivan & Boyle. (laformal.)
Timber in sides and ends of cribs, 12 in. × 12 in., per lineal foot Cross and longitudinal ties and floor timbers in cribs, flatted, 10 in. Molecular and the standle and, 10 in. × 12 in. per lineal foot Superstructure, pine, 12 in. × 12 in., per lineal foot Cross and longitudinal ties, pine, flatted, 10 in. to aquare at small prode 10 in. × 12 in., per lineal foot				•	• • • • •	4 C ts. 0 20 20 0 20 20 0 20 20		\$ cts 0 16 0 14 0 19	₩°°°°	⇔ cta. 0 19
Binding picess, Julin, X. & Ain, pine, per lineal foot	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		00000000000000000000000000000000000000	1 16 13 00 1 15 16 19 10	10000000000000000000000000000000000000	10000	, 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00012 0000 0000 0000 0000 0000 0000 000	80070 80070 80000 80000 80000	0 03 04
the Department not being held liable for any damage or loss to the plant from fire, storm or other cause. Rate per hour actually worked	6 00	6 75	6 00	7 50	1 00	14 00	22 50		6 00	00 2

PICKERING HARBOR.

(Appendix No. 28.)

Tender for Works to be performed in the Harbor of Pickering.

SCHEDULE.

### 42 Victoria.

(Appendix No. 29.)

### BAYFIELD, ANTIGONISH COUNTY, N.S.

### Tender for Works.

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner all the works required for the construction of works at Bayfield, Antigonish County, N.S., according to the Plan and Specification exhibited to for the sum of

and hold

ready to enter into a contract; and offer the two undermentioned persons as sureties for the due fulfilment of the same.

A. McDonald	\$3,980
J. W. McRensie	4,439
W. & G. Tory	4,497
D. Chisholm	4,499
A. McEachren	4,571
T. W. Figott	4,697
D. Gerrior	4,750
J. Chisholm	4,750
R. McDonald	4,893
Beaton & McDonald	4,945
S. McDonald.	5,000
S. O'Donahue	5,580
C. McDonald	5,589
W. & E. Randall	6,500
Alex. McDonald	7,953
W. F. Barclay.	8,900
	•

(Appendix No. 30.)

POST OFFICE, &c., WINDSOR, ONTARIO.

### Form of Tender.

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all necessary tools, implements, materials and labor, and execute and complete in a satisfactory and workmanlike manner all the works required in erecting and completing the above building, according to drawings and Specification prepared under instruction of the Honorable the Minister of Public Works, for the sum named, as under, viz.:—

Tender for the whole of the works as shewn on the drawings and described in the Specification :---

Wm. McEvela	\$24,785
Samuel Adams	25,450
Wm. Toms	25,900
T. L. Fox	27,682
W. Ireland	
Flory & Wattam	31,478
Réaume & Réaume	36,000
Dean Bros	36,795

(Appendix No. 31.)

### POST OFFICE, &c., BRANTFORD, ONTARIO.

### Form of Tender.

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all necessary tools, implements, materials and labor, and execute and complete in a satisfactory and workmanlike manner all the works required in erecting and completing the above building, according to drawings and Specification prepared under instruction of the Honorable the Minister of Public Works, for the sum named, as under, viz. :--

Tender for the whole of the works as shewn on the Drawings and described in the Specification :--

A. J. Brown	\$16,985
J. Elliott	18,448
Wm. Watt	18,971
Jno. Henev	19,850
Dobbie & Grierson	20,050
Wm. Toms.	20,779

(Appendix No. 32.)

### SOURIS, EAST, COLVILLE BAY, P.E.I.

### Tender for Wokrs at the Breakwater.

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary materials, tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner all the works required at the breakwater at Souris, East, according to the Plan and Specification exhibited for the bulk sum of to

and hold

ready to enter into a contract; and offer the two under-mentioned persons as sureties for the due fulfilment of the same.

S. Croucher	\$19,900	00
M. O'Connor	22,600	00
James E. Poole	22,750	00
McDonald & Brown	23,335	00
Thomas Mullally	23,900	00
Thomas Murphy	23,900	00
Pierce Doyle	23,975	00
Wm. B. Killbride	24,400	00
Sinnott & Calighan	25,102	00
McDonald & Brown	25,335	00
Warren Taylor	28,700	00
MacDonald & Lyons	29,960	00
T. McMansus & Sons	30,198	30
James Barclay	31,890	00
Thomas Kickham	40,000	00
Beaton & McDonald	42,873	00
Angus D. McDonald	43,550	00
Edward Mullally	43,775	00
Carroll & Beaton	45,000	

## (Appendix No. 33.)

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# CUSTOM HOUSE, SAINT JCHN, N.B.

### Form of Tender.

The undereigned hereby offer to do and perform the several works required in the erection and completion of the fabove building, in accordance with drawings "numbered from 1 to 18 inclusive," and also specifications prepared under instructions of the Honorable the Minister of Public Works, together with such further detail drawings as will be prepared during the progress of the works for the sum or sums named as under.

. 0. 4. Т. 4. О. 9	\$ 294,000	224,000
Ј. Н. Ниtchison.;	\$	227,000
Prince & Flood.	\$ 286,000	
E. Millicken.	\$ 275,000	
-тэрпА"& вшаіШі вод.	218,060	177,000
<b>W. J. W</b> ilfon.	\$ 265,000	
Samuel McKean.	\$ 271,000	
Alex. McDermott.	\$ 297,000	39,874
Wm. MeDorald.	<b>69</b>	39,874
лозерћ Н. Наудеп.	\$ 283,000	
.епод 2 Топом	\$ cts. 296,985 00	230,000 79
	Tender comprising the whole of the works in one bulk to the sum	On separate tenders, as follows: No. 1.—For excavator, mason, bricklayer, plasterer, slater and iron work: pages 1 to 9, page 15, and pages 21 to 24, inclusive, of specification No. 2.—For carpenter and joiner, plumber, painter and glazier, tinsmith, rovêr and gasfitters' work: pages 10 to 14, and 16 to 20, inclusive, of specification

42 Victoria.

(Appendix No. 33.—Continued.)

CUSTOM HOUSE, SAINT JOHN, N.BForm of Tender, &cContinued.	C TUIAS	IOHN,	N.B.—	Form o	f Tend	er, &c	-Contin	sed.			
	Beatty & Watters.	W. J. Beckett.	.amoT mailliW	.smab <b>AS</b>	J. Murphy.	J. Isbester.	Stuart & Atchison.	G. J. Grant.	.eiolas & DeBlois.	Агсһ, МсКяу.	Bourgoin & Lamon- tagne.
Tender comprising the whole of the works in one bulk	\$ cts. 308,000 00	<del>69</del>	\$ 285,300	\$ 279,800	\$ 295,404	<b>\$</b>	\$ 289,000	\$ \$ 289,000 287,411 59	\$ 278,706	\$ \$	\$ 286,700
On separate tendere, as follows:										×	
er, plasterer, page 15, and Painter and			227,190	224,629	230,000		227,000	227,000 241,639 00			
glazier, tunguith, roefer and gasiitters' work: pages 10 to 14, and 16 to 20, inclusive, of specification	63,482 03	65,160	58,300	57,307	65,404	65,404	62,000	45,772 59			
						-			-		

4.0	TT .		•
42	V 10	cto	ria.

ued.) CUSTOM HOUSE, SAINT JOHN, N.BForm of Tender, &cContinued.	1. G. McDonald. 1. G. McDonald. (Amended tender, too late.) R. J. Forwell. R. J. Forwell. R. J. Forwell. (Informal.) A. Flaherty & Co. (Informal.) G. Fleming & Sons. (Informal.) G. Fleming & Sons. (Informal.) G. Fleming & Sons. (Informal.) R. Welsh. (Too late.) R. Welsh. (Too late.) R. Welsh. (Too late.) (Too late.) (Informal.)	*         *	215,000 205,033 { 141,038 141,038 56,800 38,000 38,000 39,000 20,000 194,000
(Appendix No. 33.—Contin		Tender comprising the whole of the works in one bulk	On separate tenders as follows: No. 1For excavator, mason, bricklayer, plasterer, co alater and iron work: pages 1 to 9, page 15, and pages 21 to 24, inclusive, of specification

# FORT WELLINGTON, PRESCOTT, REPAIRS, &c.

Form of Tender.

Т. В. Каусгоїі.	¢ cts.	8,000 00	0 04
Joa. Steel.	\$ cts.	4,900 00 4,940 00 5,250 00 7,250 00 7,600 00 7,751 00 8,000 00	0 50
ляз. Диееп.	⇔ cts.	2,600 00	0 05
Ряtrick Сопlon.	S cts.	7,250 00	0 45
Nisfield Ward.	\$ cts.	5,250 00	0 75
Јори Воw.	\$ cts.	$4,940\ 00_{1}$	0 60
Е. Медтагу.	¢ cts.	4,900 00	0 20
Alf. Hough.	\$ cts.		0 024
Wm. Noble.	\$ cts.	4,300 00	0 42
Wm. Moxley.	⇔ cts.	3,589 00 4,300 00 4,473 00	0 50
.појвяй пио <b>l</b>	\$ cts.	3,315 00	0 60
Wm. Billis.	& cts.	3,280 00	0 65
. тот Ч	⇔ cts.	3,247 00	0 57
.amabA laumaB	\$ cts.	2,933 00	0 65
D. J. Grant.	\$ cts.	2,385 00	0
Description of Work.	Tender comprising the	whole of the work in one bulk sum 2,385 00	Additional price per foot, lineal, of revei- ment if new cedar posts are used

### (Appendix No. 35.)

### POST OFFICE, &c., FREDERICTON, N.B.

### Form of Tender.

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all necessary tools, implements, material and labour, and execute and complete in a satisfactory and workmanlike manner all the works required in erecting and completing the above building, according to drawings and specification prepared under instructions of the Honorable the Minister of Public Works, for the sum named, as under, viz.:--

Tender for the whole of the works as shown on the drawing and described in the specification.

Snow & Scowler	\$16,814	00
Williams & Henderson	17,900	00
Thomas Currie	18,000	00
Johnston & Foxwell.	18,092	00
Mooney & Sons	18,289	00
McDonald & Armstrong	18,386	00
Robert McElving	18,467	00
Alex. McDermott	18,900	00
Wilson & Nason	19,000	00
G. J. Grant	19,200	00
George Crain	20,982	00
J. S. Miser & Co	21,936	00
A. Limerick	25,700	60

(Appendix No. 36.)

GOVERNMENT HOUSE, OTTAWA.

WASH-HOUSE, LAUNDRY AND RESIDENCE.

### Form of Tender.

The undersigned hereby agree to do and perform the whole of the works required in the erection and completion of Wash-house, Laundry and Residence at Government House, Ottawa, in accordance with plan and specification prepared under instructions of the Honorable the Minister of Public Works, for the sum named, as under, and subject to usual Form of Contract to be hereafter prepared, viz :--

Tender comprising the whole of the work in one bulk sum.

Thomas Condell	\$1,925	00
John Low	2,005	00
Stewart & Aitchison	2,200	00
J. Cummins	2,223	00
John Saul	2,225	00
J. Mathews.	2,2-3	00
R. Lester	2,300	00
J. S. O'Brien	2,300	00
M. Easdale	2,334	00
F. Fotheringham	2,390	00
D. H. Bradbury	2,390	67
J. Robertson	2,451	00
W. J. Beckett	2,460	00
Wm. Thornton	2,549	00
Thomas Keane	2.727	00
P. Lunny	2,995	00
G. Burns	3.165	85
	,	

## LACHINE CANAL.

Tender for work remaining to be done on, and in connection with, Section No. 9 of the Enlargement.

Canal, embraced in Section No. 9, according to the Plan and Specification exhibited, at the rates or prices we have affixed to the different items in the following table, and hold ourselves ready to enter into contract for their due execution and completion, on the terms and conditions, stated in the advertisement dated 13th August, 1878; and offer for auretos for the carrying pumps, machinery, derricks, plant, labor and equipment of every kind that may be required to execute and complete in a satisfactory and workmanlike manner, all the unfinished works connected with the enlargement of that part of the Lachine tools. out of these conditions, as well as for the due performance of the works, the two undermentioned persons who have signed their all material, The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish names to this tender for that purpose.

Contractors should bear in mind that Tenders for this work will not be considered, unless accompanied by an accepted Bank cheque for the sum of Two Thousand (\$2,000) dollars, subject to the conditions stated in the advertusement, dated Ottawa, 13th August, 1878.

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Belden, Deni-	· • • • •		
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Е. Н. Lemays.	-40-		
	cts.	0 33	
A. Charlebois.	· 99		
	cts.	0 40	,
D. O'Brien.	. 49		
	cts.	0 25	
 Beemer. Beemer.	**		
	ets.	0 30	
Rodgers & Farrell.	- 49-	-	
	cts.	0 45	
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	Barth excavation in cutting	and back ditches trimming slopes of present spoil banks, where required	2 Earth excavations, embracing all kinds of material found in widening and deepening prism of canal, below water surface, and forming foundation for surface, and forming foundation for detached stone or boulders containing one-third of a cubic yard and upwards) handling, lifting, haviling and placing the same in spoil banks on the sides of the same in spoil banks or the sides of the cut, and elsewhere within a dis- tance of 1.200 feet, including the deep- euing of the bottem and finishing of
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rie re	den in villing de de de de de de de de de de de de de	Á	de.	ciff B	the the rs	ng ng
where there "emains" in the second second second second the second second trimming, as making other parts of the second second depth and the side the required depth and the side angle, &c., specified, per cubic	Breavation of solid quarry rock (em- bracing such detached stones and boulders, found in other parts of the excavation, as contain one-third of a cubic yard and upwards, in widening and deepening over water surface, and also the widening and deepening of the prism of canal, handling, lifting, hauling, and placing the material in spoil bank on the sides of the cut and elsewhere, within a distance of 1,200 feet, including trimming bottom, making slopes to the request and making old parts of bottom to the full depth, trimming sides, &c., as speci-	hed, per cubic yard	4 Side or slope walls, laid dry where re- quired, built as specified, per cubic yard	b Off-take dratus for discharging from ditches in rear of towing and berme banks, built com specified, per leneal foot	Furnishing all material and labor, and constructing coffer-dams in the vicinity of the guard lock and supply weirs in the early part of December, 1878, (within one week after the valves in the lock gates and sluices in the weirs are closed) for keeping out the	water of the River St. Lawrence taining the dams during the fo. winter, and removing them spring of 1879, bulk sum
	「孤」」「あってものます」とった」の代目の代目の	•••	30.0	e f		r⊷Pia.
			4	4		
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		-				

Sessional Papers (No. 164.)

42 Victoria.

LACHINE CANAL.—Continued.	ection with, Section No. 9 of the EnlargementContinued.	МсРопвід. 1. М. Зһопе. Воадета & Веетет. Веетет. Веетет.	\$ cts. \$ cts. \$ cts. \$ cts. \$ cts. \$ cts. \$ cts.     3,000 00   2,500 00   1,500 00   5,000 00   3,000 00
LACHINE	be done on, and in conn	Са иания по по трана са са са са са са са са са са са са са	\$ cts.
<b>(Appendix</b> No. 37.—Continued.)	Tender for work remaining to be done on, and in connection	Description.	7 Providing all material and labor for the construction of a low dam, for the pur- pose of catching any laakage or other water that may pass the <i>mum-dam</i> , and furnishing all necessary steam pump- ing power and equipments for lifting and discharging the water, that may into the basin above the duard Lock, including the removal. maintaining, accamulate between the two dams, into the basin above the duard Lock, into the basin above the two d, to enable the works connected with the enlargement to be fully carried out and completed as specified, bulk sum
~		No. of Item.	

						-	
5,000 00 13,000 00		15,000 00	13,000 00	800 00 12,000 00	800 00 13.000 00	5,000 00 15,000 00	5,000 00 13,000 00
5,000 00	-	2,000 00	2,000 00	800 00	800 00	5,000 00	5,000 00
8,000 00		1,500 00	1,500 00	1,000 00	1.000 00	000 000	6,000 00
3,000 00		7,000 00	3,000 00	3,000 00	7,000 00	3,000 00	3,000 00
7,000 00		2,000 00	2,000 00	3,500 00	3,500 00	4,500 00	4,500 00
2,400 00		800 00	800 00	800 00	800 00	1,300 00	1,300 00
3,000 00		6,000 00	2,000 00	3,000 00	5,000 00	2,000 00	2,500 00
4,000 00	· · · · · · · · · · · · · · · · · · ·	1,000 00	1,000 00	3,000 00	3,000 00	4,000 00	4,000 00
2,500 00		600 00	600 00	00 00	100 00	1,200 00	<b>1</b> ,206 00
the works connected with the section to be fully and satisfactorily completed as specified, bulk sum	<b>Tender</b> for works if March and April, 1879, and March and April, 1880, are allowed for their execution and comple- tion.	Furnishing all material and constructing coffer-dams in February, 1879, and their removal in the latter end of April, 1879, in all other respects as provided for in item No. 6, bulk sum.	10 Constructing coffer-dams in February, 1880, and their removal in April, 1880, in all other respect as provided for in item No. 9 preceding, bulk aum	11 Providing all materials and labor and constructing a low dam in February, 1879, and its removal at the latter end of April, 1879, including all necessary steam pumping power, &c., &c., as in item No. 7, bulk sum.	12 Constructing low dam in February, 1880, and its removal in the latter end of April, 1880, including all necessary steam pumping power, &c., as in item No. 11, bulk sum	13 Furnishing material, labor and forming all necessary dams on and at lower end of section, in the early part of March, 1879, and removing them in the latter end of April, 1879, including efficient steam power, pumps, &c., &c., as in item No. 8, bulk sum	14 Forming all necessary dams on and at lower end of section, in the early part of March, 1880, and removing them in the latter end of April, 1880, including efficient steam power, pumps, &c., &c., as in item No 13 preceding, bulk sum.
		С.	10	=	12	13	14

(Appendix No. 37.-Continued.)

LACHINE CANAL-Continued.

Tender for work remaining to be done on, and in connection with, Section No. 9 of the Enlargement.-Continued.

No. of Item.	Description.	Estimate Quantities.	.noemailliW .L	Falardeau & McDonald.	. М. Shone.	Rodgers & Farrell.	Sullivan & Beemer.	D. O'Brien.	. Сharlebois.	Б. Н. Lemays.	Belden, Deni- son & Ray- nor.
	Tender for works & March and April, 1879, and March and April, 1830, ere allowed for their creation and comple- tion.—Continued.		\$ cts.	e cts.	\$ cts.	\$ cts.	\$ cts.	ets.	\$ cta.	\$ cts.	\$ _cts.
16	16 Earth excavation, as in item No. 1, per cubic yard	2,000 c. Jds.	0 22	0 35	09 0	0 25	0 35	0 75	• 33	0 38	08 0
- 90	Cle Rarth excavation, as in item No. 2, per C cubic yard	6,000 c. yds.	0 27	0 40	0 70	0 30	0 50	0 75	0 42	0 40	06 0
17	17 Excertation of solid quarry rock, as in item No. 3, per subic yard	in 120,000 c. yds.	0 85	1 00	1 40	06 0	1 25	1 60	1 00	1 10	06 0
18	18 Side or slope walls, laid dry, as in item No. 4, per cubic yard	62,000 c. yds.	1 20	1 50	2 00	1 25	1 50	2 25	2 50	1 65	3 50
19	19 Off-take drains, as in item No. 5, per lineal foot	300 lin. ft.	0 40	0 25	1 25	0 20	0 75	1 50	0 40	0 75	1 75
]]	AUTUAL SIGNATURES OF PARTIES	TENDERING.			Occupation.	.TION.			RESID	RESIDENCE.	
					:						

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### Sessional Papers (No. 164.)

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### (Appendix No. 38.)

### TELEGRAPH LINE-VICTORIA TO NANAIMO.

No.	Name of Tenderer.	Amo per M Distr ing, c and E ing P	l. for ibut- utting rect-	Amou per M. fittin Bracke and Insulat and han Wire	for g ts ors ging	Tota Amou per Mil	nt
		\$	cts.	\$	cts.	\$	cts.
1	Arthur Fenney	<b>i</b> .	40 00	10	00	50	00
	Morrow & Ross		23 00	6	00	29	00
	D. F. Adams.	1,4	29 00	1,821	00	3,250	00
-		Whole	work	<b>W</b> ire			
4	J. W. Carey		59 25	20	00	79	25
	Wm. Tiernay		<i></i>			26	95
	Wm. Hassard		15 00				
	S. T. Holbrook.		30 00	15	00	45	00
	0. J. McLellan		27 75	11	25	39	00
	Wm. Ralph.		28 50	6	00	34	50
	Jos. Nicholson					47	50
11	Jane & McCord		60 00	45	00	105	00
	Arthur, McGian & Carter		82 50	33	00	115	50
	McCartney & McMillan		20 00	6	00	26	00
	James Orr					8,300	00
	J. B. Leighton		65 00			<b>44</b>	55
		per p	oole.				
16	J. W. McKay		40 50	45	00	85	50

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## LACHINE CANAL—Continued.

Tender for the Construction of the Superstructure of a Bridge at Wellington Street, and one leading to Mill Street, Montreal.

Montreal, according to the plans and specifications exhibited, at the rates or prices they have affixed to the different items in the following table, and hold themselves ready to enter into contract for the due execution and completion of one or both of the Bridges on the conditions stated in the specifications, and offer the two undermentioned persons as sureties for the due The undersigned, hereby offer to the Department of Public Works, to furnish all necessary materials, tools and labor, and to fit up, execute, and complete in a satisfactory and workmanlike manner, all the work connected with the con-struction of the Superstructure of a Road Bridge over the Lachine Canal, at Wellington Street, and one at Mill Street crossing, fulfilment of the same.

Quantities.John McDougall.W. P. Bartley & Co.McIntosh, SonB. E. Gilbert & SonsDescription.Description.Welling- Mill StreetWelling- Mill StreetWelling- Mill StreetWelling- Mill StreetNon StreetDrossing ton StreetCrossing ton StreetBridge.Bridge.Bridge.Bridge.Bridge.I Wrought iron channel bars, I beams,Non Wonk.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.\$ cts.							
Quantities.John McDougall.W. P. Bartley & Co.McIntosh, SonE. E. GilbeWelling- Mill StreetWelling- Mill StreetStreetOrossingIon StreetWelling-Bridge.Bridge.Bridge.Bridge.Bridge.Bridge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.Stidge.	90 0				0 08	0 23	0 28
Quantities.John McDougall.W. P. Bartley & Co.McIntosh, Son & Gordon.Welling- Mill StreetWelling- Mill StreetWelling- Mill StreetWelling- Mill StreetWelling- Mill StreetWelling- Mill StreetWelling- Mill StreetStreetIn StreetOrossington StreetCrossingIon StreetBridge.Bridge.Bridge.Bridge.Bridge.Bridge.S cts.\$ cts.\$ cts.\$ cts.\$ cts.	0 06	0 074	0 20	, ,	0 08	0 23	0 28
Quantities.     John McDougall.     W. P. Bartley & Co.       Welling- Mill Street     Welling- Mill Street     Welling- Mill Street       Welling- Mill Street     Welling- Mill Street     Welling- Mill Street       Bridge.     Bridge.     Bridge.     Bridge.       Steet     Crossing ton Street     Bridge.     Bridge.       Bridge.     Bridge.     Bridge.     Bridge.	0 15	0 10	0 75	,	0 10	0 35	0 173
Quantities.     John McDougall.     W. P. Bartley & Co.       Welling- Mill Street     Welling- Mill Street     Welling- Mill Street       Welling- Mill Street     Welling- Mill Street     Welling- Mill Street       Bridge.     Bridge.     Bridge.       Bridge.     Street     Crossing       ton Street     Urossing     Urossing       Street     Street     Street       Street     Bridge.     Bridge.       Street     Street     Street	0 15	0 10	0 75		0 10	0 35	0 174
Quantities.     John McDougall.     W. P. Bart       Welling- Mill Street     Welling- Mill Street     Welling- Welling- Mill Street       Welling- Mill Street     Bridge.     Bridge.       Bridge.     Bridge.     Bridge.       Steet     Street     Street	0 054	80 0	0 15		0 054	0 30	0 18
Quantities.     John McDougall.       Welling- Mill Street     Welling- Mill Street       Welling- Mill Street     Welling- Mill Street       Bridge.     Bridge.       Bridge.     Bridge.	0 057	0 08	0 15		0 054	0 30	0 18
Quantities. Welling- Mill Street ton Street Bridge. Bridge.	90 0	0 06	0 10		0 06	0 14	0 15
Quantities. Welling- Mill Street ton Street Bridge. Bridge.	90 0	90 0	0 10		90 0	0 14	0 15
Quant Welling- ton Street Bridge.	50,000	4,200	1,800		5,300	1,500	006
Description. Іком Wonx. Ittiron channel bars, I beams,	42,000		1.800		5,000	1,500	900
Description. IRON WORK. IRON Channel bars, I beams,	per lb.	do	do		qo	qo	ф
N rou		coal ace,	3 Wrought iron in suspension-cable attachments, turn-buckles, &c, prepared and in place	4 Wrought iron is screw-bolts, wher- ever used in work (other than above stated), diagonal ite-rods	tou biausyetse biacing, de lou sus- pension frame, wood screws, & c	, finished and in place complete	ing, &c., complete and in place
		64	m	4	~	°, €	,

1 00 0 35 0 15	140 00	50 00	75 00 40 00		260 00	150 00	
1 00 0 35 0 15	140 00	<b>5</b> 0 00	<b>75</b> 00 40 00			150 00	-
0 60 0 65 0 10	195 00	65 00	40 00 20 00		300 00	600 00	
0 60 0 65 0 10 0	195 00	65 00	40 00 20 00			<b>6</b> 00 0 <b>0</b>	
1 00 0 073 0 05	127 00	52 50	45 00   39 75	87 00 89 00	230 00	295 00	
1 00 0 07 <u>3</u> 0 05	127 00		45 00 39 75	87 00 89 00	275 00	495 00	he work.
0 75 0 10 0 15	100 00		45 00 25 00	75 00 100 00	300 00	600 00	N.B.—All materials to be measured in the work.
0 75 0 10 0 15	100 00		45 00 25 00	75 00 100 00	300 00	600 00	ls to be me
26 460 1170	7,600	5,000	3,800 4,500	5,000   940			All materia
26 430 150	7,000	3,800	3,200 6,000	6,000 900			N.B
each p. s. ft. p. l. ft.	.F.,B.M.	do	do do	do do	blk. sum		
10 Wrougut trou pipes for uscharging surface water, prepared and placed 11 Zinc covering, for top chords, &c 12 Wire stand for locking gear TIMBER. &c.	13 Oak plank in chords, suspension frame braces, balustrade, &c., dressed, shaped and finished in work, completep.M. 14 Pine plank, or seantling, in main, counter and other braces, posts.	&c., dressed, shaped, finished and placed in work, complete 5 Pine timber in floor beams, pre-	16 Pine plank, 2 inches thick, in Inver floor	f 10th plant, a lucues thick, in upper floor	9 Painting, priming and painting, three coats, all the iron and wood- work of the bridges, as specifiedb	20 Scaffolding, providing materials and erecting scaffolding, and its sub- sequent removal at times stated in specification	
	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	each $26$ $26$ $0$ $75$ $1$ $00$ $1$ $00$ $060$ $060$ $060$ $060$ $060$ $060$ $010$ $001$ $0001$ $0001$ $0001$	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

### Sessional Papers (No. 164.)

42 Victoria.

(Appendix No. 40.)

### TENDER FOR FIREWOOD.

### PUBLIC BUILDINGS, OTTAWA.

We, the undersigned, hereby offer to furnish and deliver Firewood for the use of the Public Buildings, for one, two or three consecutive years, from the month of October, 1879 (agreeable to the Public Notice calling for tenders, and in accordance with the specification and conditions), of the qualities and at the rates mentioned below, viz. :--

Name of Tenderer.	Hard or Rock Maple.		Mixed Wood, consisting of Hard Maple, Beech and Birch.	
	\$	cts.	\$ cts.	
D. DoyalPer cord of 128 c. ft.	4	25	3 75	
G. B. Fisher do	4	18	3 88	
John Nicholson do	4	25	4 00	
Patrick Burns do	4	25	4 00	
George Edwards do	4	56	4 26	
G. W. McCullough do	4	68	4 24	
J. H. Kerr do	4	75	4 25	
John Burns do	4	80	4 30	
Randolph & Co do	4	75	4 35	
F. J. White do	4	90	4 25	
W. & G. Stubbs do	4	83	4 33	
John Heney do	4	60	<b>4</b> 50	
D. Murphy do	4	49	4 24	
Coleman & Co do	5	15	4 35	
Hugh Gillmor do	5	25	5 00	
Pierce Mansfield do	4	90	4 50	
W. Stubbs do	5	00	4 35	
J. Martin & Co do	5	00	4 75	
S. J. Batson do	4	75	4 65	
C. F. Geleson do	5	40	4 90	
F. McKenna do	4	85	4 43	
P. McKenna do	4	95	4 49	
Spratt & O'Leary do	4	70	4 55	
John Bolrier	4	95	4 48	
G. A. Harris, do	5	00	4 65	
J. W. McRae & Co., do	4	90	4 40	
J. S. O'Brien, do	5	20	4 60	
H. Simms do	4	95	4 65	
John O'Reilly do	4	90	4 60	

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(Appendix No. 40-Continued.)

TENDER FOR FIREWOOD—Continued.

PUBLIC BUILDINGS, OTTAWA-Continued.

Name of Tenderer.			Mixed Wood, consisting of Hard Maple, Beech and Birch.	
L. McQuarriePer cord of 128 c. ft. George Jacksondo H. Harrisdo Neville & Finndo	- 5 4 5	cts. 75 00 25 90	\$ cts. 4 75 5 25 4 75 4 60	

Received after 3 P.M. on the 15th :---

F. Sparks, 1st year	\$4	50
do 2nd year	4	75
do 3rd year	5	00
C. E. Wolf, one or three years	4	80

Nove.—Returns of the quantity of wood delivered monthly, from which 10 per cent of the value will be deducted, until the drawback amounts to the sum of two hundred dollars, which sum will be retained until the completion of the contract.

				Marks &	Conmee	•
	ximate tities.	Description of Work.	*1st	Column.	<b>†2</b> nd	Column.
			Rate.	Amount.	Rate.	Amount.
	1		\$ cts		\$ cts.	
470 110			. 21 0		22 00	/
80		Close cutting do Grubbing do	68 0			
30		Platform of logs across muskegs,				i <b>0,0</b> 00
	1	average 16 inches deep, covered				
41,000	I I foot	with brush do Fencingpr. 1. ft.				· · · · · · · · · · · · · · · · · · ·
, 245,000	C. yds.	Solid rock excavation	150			
97,000	do	Loose do do	0 90	87,300	0 95	
-4,830,000	do	Earth excavation, including bor-		i .	1	i .
210,000	do	rowing do Earth borrowing with haul of 1 to $1\frac{3}{4}$ miles. (See 20th clause of	0 25	1,207,500	026	1,255,800
3,000	do	memo) do Off take ditches, outside railway	0 10	1	0 10	21,000
	1	limits do	0 25			
<b>2,400</b> 1,100	L. feet.					
600	do	Culvert masonry do	4 00			
60	do	Paving do	4 00			
300	do	Concrete do	1 00	d 300	1 00	300
.22,000	do	Crib-work in abutments and piers	1 0.00	1		== 000
4,400	do	of bridges do Rip-rap do	$\begin{vmatrix} 3 & 00 \\ 2 & 00 \end{vmatrix}$			
520	L. feet.		200	8,800	2 30	11,000
3	Spans.	side, 1 in. thick, laid in concrete.pr. 1. ft. Bridge superstructure, timber, 100	3 50	1		2,080
8	do	ft. in clear pr. span. Bridge superstructure, timber, 80	3,600 00	10,800	3,700 00	11,100
14	do	ft in clear do Bridge superstructure, timber, 40	3,000 00	24,000	3,200 00	25,600
		ft. in clear do	1,000 00	14,000	1,200 00	16,800
18,500	L. feet.	Piles driven, 12 in. by 12pr. 1. ft.	0 24	4,440	025	4,625
	1	Square Timber in trestle-work, culverts, hridges, &c.		 !		
14,000	do	16 in. by 12 in., white pinepr. 1. ft.	0 38	5,320	040	5,600
700	do	16 do 10 do de	0 35		0 38	266
100 000	do	14 do 12 do do 12 do 12 do or tamarac. do	0 35		0 38	152 35,000
100,000 12,000	de do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	034 029		035	3,600
300	do	12 do 8 do do do	0 28	84	0 29	87
1,700	do	12 do 4 do do do	023	391	0 24	408
48,000	do	9 do 8 do do do	0 20		0 21	$10,080 \\ 7,140$
34,000 6,500	do do	9 do 6 do do do 9 do 4 do do do	020016	6,800	0 21	1 105
300	do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 16	1,040 48	0 17	51
4,400	do	8 in. flatted timber do do	0 18	792	0 20	880
		Pine or tamarac plank pr. M.	28 00	1,512	<b>3</b> 0 00	1,620 31
1,000	do Lha	Hardwood plank do	30 00	30	31 00	51
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c pr. lb.	0 08	4,800	0 08	4,800
12,200	do	Cast-iron do	0 08	976	0 08	976
300,000	No.	Ties pr. tie.	0 25	75,000	0 25	75,000
12,200	Tons.	Carriage of rails and fastenings-	0.00		0.00	24,400
125	Miles.	average haul, 172 miles pr. ton.   Track-laying pr. mile.	2 00 275 00	24,400	2 00 300 00	37.500
437,500	C. yds.	Ballasting pr. c. yd.	0 34	34,375 148,750	0 35	153,125
36	Sets.	Points and crossings pr. set.	29 00	1,044	30 00	1,080
		Total		2,256,369		2,300,196
				, .,		

APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

\*To be completed by 1st July, 1883, and ready for passage of through trains by 1st July, 1882. To be completed by 1st July, 1882, and ready for passage of through trains by 1st July, 1881. 96

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### English River to Eagle River, 118 miles-Schedule of Quantities and Prices.

	Charleboi	s & Shanly			Andrews,	Jones & Co.	
lst Column.		2nd Column.		lst	Column.	2nd (	Column.
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts. 30 00	<b>\$</b> 14,100	\$ cts. 33 09	\$	\$ cts.	\$	\$ cts.	\$ 10 840
32 00	3,520	33 20	15,510 3,652				10, <b>340</b> 5,550
65 00	5,200	71 50	5,720			70 00	5,600
275 00	8,250	300 00	9,000			2,100 00	63,000
0 07	2,870		3,382			0 07	2,870
1 65	404,250	$181\frac{1}{2}$	444,675	l	·	1 40	343,000
<b>0 6</b> 0	58,200	0 66	64,020	····		0 75	72,750
0 23	1,100,900	0 <b>25</b> §	$1,225,612\frac{1}{2}$	i 		0 23	1,110,900
0 25	52,500	0 26 <del>1</del>	<b>55,6</b> 50		·····	0 37	77,700
0 30	900	0 33	990		i	0 25	750
0.50	1,200	0 55	1,320		·····	0 60	1,440
14 00	15,400		16,940			11 00	12,100
7 50	4,500	8 25	4,950		•••••	8 00	4,800
2 50 6 50	150 1,950	$\begin{array}{c c}2&75\\7&15\end{array}$	$165 \\ 2,145$			8 00 8 00	480 2,400
						1	
5 00 3 00	$110,000 \\ 13,200$	5 50 3 30	$121,000 \\ 14,520$			3 00 2 50	66,000 11,000
11 00	5,720	12 10	6,292			28 00	14,560
4,000 00	12,000	4,400 00	1 <b>3,2</b> 00			3,000 00	9,000
3,000 00	24,000	<b>3,</b> 300 00	26,400			2,200 00	17,600
800 00	11,200	880 00	12,320			1,000 00	14,000
0 30	5,550	0 33	6,105			0 30	5,550
0 30	4,200	0 33	4 690			0.90	5.040
0 30	4,200	0 33	4,620 231			0 36 0 36	5,040 252
0 28	112	0 31	124			0 36	144
0 24	24,000	0 261	26,500		· · · · · · · · · · · · · · · · · · ·	0 30	30,000
0 24	2,880	0 26 <del>5</del>	3,180			0 30;	3,600
0 22	66	$0\ 24\frac{1}{4}$	72 🛓			0 30	90
0 18 0 15	306	0 201	340		•••••	0 30	510
0 12	7,200 4,080	$\begin{array}{c} 0 & 17\frac{1}{2} \\ 0 & 13\frac{1}{2} \end{array}$	<b>8,4</b> 00 <b>4,5</b> 05		******	0 15	7,200
0 12,	780	0 13	4,505 861 <del>1</del>			0 15 0 15	5,100 975
0 10	30	0 11	33		·····	0 15	45
0 10	440	0 11	484			0 12	528
15 00	8,100	16 50	5,910			22 00	1,188
25 00	25	27 50	271		•••••	40 00	<b>4</b> 0
0 10	6,000	11 00	6,600	!	 	0 09	5,400
0 10	1,220	0 11	1,342			0 09	1,098
0 30	90,000	0 33 1	99,000		••••••	0 22	66,000
3 40	41,480	3 74	45,628	, <b></b>	••••••••	5 00	61,000
225 00	28,125	247 50	30,9371			290 00	36, 250
$\begin{smallmatrix}&0&28\\10&00\end{smallmatrix}$	122,500 360	0 31 (	135,625 <sup>~</sup> 396			0 37	161,875 1,800
	2,207,674					-	
			2,431,386	*******	******* * ****** *****	•••••	2,239,525

			Denis O'Brien.			
	ximate tities.	Description of Work.	1st Column. 2nd Co			olumn.
			Ra te.	Amount.	Rate.	Amount
	1		\$ cts.	\$	\$ cts.	\$
470					·····	
110		Close cutting do	50 00			
80 30		Grubbing do Platform of logs across muskegs, average 16 inches deep, covered	100 00	8,000		-
		with brush do	2,259 00	67,500		
41,000	L. feet.	Fencing pr. l. ft.	0 10	4,100	1	
245,000		Solid rock excavation pr. c. yd.				
97,000	do	Loose do do	0 50	48,500		
<b>,83</b> 0,000	do	Earth excavation, including bor-	0.95	1 907 500		
<b>210,0</b> 00	do	For the second	0 25	1,201,000		
<b>3,0</b> 00	do	memo) do Off-take ditches, outside railway	040			
0 100	1	limits do	0 30	900	····· ···· ·	
2,400	L. feet.	Under-drains pr. l. ft.				
1,100 600	C. yds.	Bridge masonry pr. c. yd. Culvert masonry do	12 00	13,200 7,200		
60	do	Paving	3 00			
300	do	Concrete do	7 00			
22,000	do	Crib-work in abutments and piers				
		of bridges do	2 50			
4,400 520	L. feet.	Rip-rap. do Cast-iron pipes, 3 ft. diameter in-	1 00	4,400		
3	Spans.	side, 1 in. thick, laid in concrete.per I. ft. Bridge superstructure, timber, 100 ft. in clear pr. span.	8 00	4,160 21,000		
8	do	Bridge superstructure, timber, 80 ft. in clear do	5,000 00	40,000		cent.
14	do	Bridge superstructure, timber, 40 ft. in clear do	2,000 00	28,000		Add 5 per cent.
18,500	L. feet.	Piles driven, 12 in. by 12 pr. l. ft. Square Timber in trestle-work, culverts,	040	7,400		વેતે 5
	1	bridges, Sc.				¥
14,000	do	16 in. by 12 in., white pinepr. 1. ft.	0 40			
700	do	16 do 10 do do	0 40	280		
400 100,000	do do	14 do 12 do do 12 do 12 do or tamarac do	0 40 0 25	160 25,000		
12,000		12 do 12 do or tamarac do 12 do 9 do do do	0 25			
300		12 do 8 do do do	0 25	75		
1,700	do	12 do 4 do do do	0 20	340		
48,000	do	9 do 8 do do do	0 20	9,600		
34,000	do	9 do 6 do do do	0 20	6,800		
6,500 300	do do	9 do 4 do do do	5 10	650		
4,400	do	8 do 6 do do do 8 in. flatted timber do	0 10 0 10	30 440		
		Pine or tamarac plank pr. M.	25 00	1,350		
1,000	do	Hardwood plank do	40 00	40		
60,000	Lbs.	Wrought iron, including bolts,		1		
10 000		spikes, straps, &c pr. lb.	0 10	6,000		
12,200	do	Cast-iron do	9 07	854	•••••	
300,000 12,200	No. Tons.	Ties pr. tie. Corriage of rails and fastenings -	0 25	75,000		
125	Miles.	average haul, 172 miles pr. ton.	1 00	12,200		
437,500	C. yds.	Track-laying pr. mile. Ballasting pr. c. yd.	200 00 0 25	25,000 109,375		
36	Sets.	Points and crossings pr. set.	20 00	103,515		
		Total		2,310,754	••••••	2,426,29

APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

English River to Eagle River, 118 miles - Schedule of Quantities and Prices-Continued.

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				James Goo	dwin & (	Jo.
A pproz Quant		Description of Work.	lst C	olumn.	2nd C	Column.
			Rate.	Amount.	Rate.	Amount.
	1		\$ cts	\$	\$ cts.	\$
470	Acres.	Clearing				11,750
110 80	do do	Close cutting do Grubbing do	30 00 75 00		30 00 75 00	
30	do	Platform of logs across muskegs, average 16 inches deep, covered		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0,000
	İ	with brush do	1,000 00	30,000	1,200 00	36,000
41,000	L. feet.	Fencing	0 06			
245,000		Solid rock excavation pr. c. yd.				- /
97,000	do	Loose do do	0 80	77,600	0 80	77,600
4,830,000	do l	Earth excavation, including bor- rowing do	0 25	1,207,500	0 27	1,304,100
210,000	do	Earth borrowing with haul of 1 to 1 <sup>2</sup> / <sub>4</sub> miles. (See 20th clause of		,,	• 11	1,001,100
3,000	do	memo) do Off-take ditches, outside railway	035	73,500	035	73,500
		limits do	0 27	810	0 27	810
2,400	~ -	Under-drainspr. 1. ft.		288		288
1,100	C. yds.	Bridge masonry do			15 00	
600 60	do do	Culvert masonry do Paving do	10 00 8 00	6,000 480	10 00 8 00	
300	do	Concrete do	7 00			
22,000	do	Cub <b>work</b> in abutments and piers of bridges do	3 75	82,500		88,000
4,400	do	Rip-rap do	2 50	11,000	2 50	11,000
520	L. feet	Uast-iron pipes, 3 ft. diameter in- ide, 1 in. thick, laid in concrete.pr. 1. ft.	<b>2</b> 0 00	10,400	27 00	14,040
3	Spans.	Bridge superstructure, timber, 100 ft. in clearpr. span.	4,000 00	12,000	4,000 00	<b>12,</b> 000
8	do	Bridge superstructure, timber, 80 ft. in clear do	2,800 00	22,400	2,800 00	<b>22,4</b> 00
14	do	Bridge superstructure, timber, 40 ft. in clear do	1,000 00		1,000 00	14,000
18,500	L. feet.	Piles driven, 12 in by 12 pr. 1. ft.	0 30	5,550	0 33	6,105
		Square Timber in trestle-work, culverts, bridges, &c.				
14,000	do	16 in. by 12 in., white pinepr. 1. ft.	0 50	7,000	0 60	8,400
700	do	16 do 10 do do	0 50	<b>3</b> 50	0 58	406
400	do	14 do 12 do do	0 48	192		228
100,000		12 do 12 do ortamarac. do 12 do 9 do do do	0 34 0 33	34,000	0 36	$36,000 \\ 4,080$
12,000 300		12 do 9 do do do 12 do 8 do do do	0 33	3,960 99	0 34 0 33	4,000
1,700	do	13 do 4 do do do	0 20	340	0 20	340
48,000	do	9 do 8 do do do	0 20	9,600	0 21	10,080
34,000	do	9 do 6 do do	0 20'	6,800	0 20	6,800
6,500	do	9 do 4 do do do	0 16	<b>J,040</b>		1,040 60
300 4,400	do do	8 do 6 do do do 8 in. flatted timber do do	0 20	60 880	0 20 0 20	880
		Pine or tamarac plank pr. M.	30 00	1,620	30 00	1,620
1,000	do	Hardwood plank do	40 00		40 00	40
60,000	Lbs.	Wrought iron, including bolts,			1	a 000
12 200	4	spikes, straps, &c pr. lb.	0 10	6,000	0 10	6,000 976
12,200 300,000	do No.	Cast-iron do Ties pr. tie.	0 08 0 25	976 75 000	0 08) 0 26.	78,000
12,200	Tons.	Carriage of rails and fastenings -	0 20	75,000	0 40	
/		average haul, 172 miles pr. ton.	2 50	30,500	2 50	30,500
125	Miles.	Track-laying pr. mile.	270 00	33,750	270 00	33,750
437,500	C. yds.	Ballastingpr. c. yd.	0 34	148,750	0 35	1 <b>5</b> 3,125 1,440
			40 001	1.4400		
36	Sets.	Points and crossings pr. set.	<b>4</b> 0 00	1,440	40 00	2,573,297

### APPENDIX No. 41-Continued.-Tender for Woks on Canadian Pacific Railway-

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	A. Laber	ge & Co.			R. H. M	fcGreevey.	
lst Co	lumn.	2nd C	olumn.	lst C	olumn.	2nd	Column.
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
20 00	9,400	••• •••••		30 00,	14,100		
50 00	5,500			30 00	3,300		
70 00	5,600	••••		150 00	12,000		
1,000 00	30,000			600 00	18,000	•••••	
0 05				0 10			
1 60		••••		1 70	416,500		
0 60	58,200	•••• •••••		0 75	72,750	·····	1
0 27	1,304,100			0 27	1,304,100		
0 30	42,000			0 40	84,000	·••••	
0 25	750	1		0 20	600		
0 30			31.	0 50		· · · · · · · · · · · · · · · · · · ·	
18 00		•••••••••••••••••	18	14 00			
			a	8 00			
5 00			•	3 00	180		1
6 00	1,800	••••	eted	8 00	2,40)		
5 00		•••••••••	lqa	4 00		·····	
2 00	8,800		10.9	3 00	13,200	· · · · · · · · · · · · · · · · · · ·	
12 00	6,240		5 if	32 00	16,640		818,
4,000 00	12,000	•••••••	98,21	2,500 00	7,500	•••••	\$361
3,000 00	24,000		32,35	1,800 00	14,400	·····	 ئە
1,500 00	21 000	••••	а Ф	750 00	10,500		en
0 50			Five per cent. additional on \$2,398,215 if completed in 1881.	0 60	11,100		Add 15 per cent.—\$361,878.
0 50	7,000		Iditi	0 30	4,200		dd J
0 50			ä	0 30			A
0 501	<b>200</b> j		Ľ.	0 25	100	····	
0 30		••• ••••	JO:	0 25		••••••	
0 35		••• ••••	ĩ	0 20			
0 30		••• ••••	be	0 15		••••••	
0 20		••• •• •• •• •• •	e	0 10	170	••••••	
0 20			7 iv	0 15	7,200	••••••	
0 20 0 20	6,800		***	0 10	3,400	•••••	
0 15	1,300			0 07	455 30	·· ••••	
0 15				0 05			
30 00	1,620			60 00	3,240		
100 00	100			100 00			
0 12	7,200			0 10	6,900		
0 10				0 05	610		
0 20	60,000	••••••••••		0 20	60,000		
2 00	24,400			3 00			
<b>25</b> 0 00				300 00			
0 30	131,250			0 25			
30 00	1,080	••••••		25 00	900	····· ····· ·	
	2,398,215			i	2,412,520		

English River to Eagle River, 118 miles-Schedule of Quantities and Prices-Continued

#### Hunter, Murray & Booth. Approximate Description of Work. Quantities. 1st Column. 2nd Column. Rate. Amount. Rate. Amount. \$ £ cts \$ cts. 25 00 15 00 470 11,750 Acres. Clearing......pr. acre. 1,650 110 do Close cutting. do ........... .......... đo Grubbing ..... 80 00 80 do 6,400 Platform of logs across muskegs. đō 30 average 16 inches deep, covered with brush..... 1,200 00 36,000 đ٥ Fencing ..... pr. l. ft. L. fect. 41,000 0 15 6,150 245,000 97,000 C. yds do Solid rock excavation ..... pr. c. yd. 1 75 428,750 do 0 80 77,600 Loose ..... do Earth excavation, including bor-4.830,000 do rowing.... do 0 26 1.258,000 210,000 do Earth borrowing with haul of 1 to 13 miles. (See 20th clause of memo) ..... Off-take ditches, outside railway 0 50 105,000 do 3,000 do limits ..... do 0 50 1,500 ..... L. feet. Under-drains ..... ...... ..... ...... pr. 1. ft. 1 50 3,600 2,400 8,800 1,100 C. yds do 8 00 Bridge masonry ..... pr. c. yd. ..... 4,800 600 Culvert masonry ..... do 8 00 360 60 do Paving ..... 6 00 do ..... 300 Concrete 6 00 1,800 do do Grib-work in abutments and piers 22,000 do 88,000 4 00 of bridges ..... do 4,400 do Rip-rap đo 3 00 13,200 Cast-iron pipes, 3 ft. diameter in-520 L. feet. side, 1 in. thick, laid in concrete.pr. 1. ft. 20,800 40 00 3 Spans. Bridge superstructure, timber, 100 13,500 ft. in clear ...... pr. span. 4.500 00 do Bridge superstructure, timber, 80 8 ft. in clear ..... 3,200 00 25,600 dο Bridge superstructure, timber, 40 14 do 1,200 00 16,800 ft. in clear do 18,500 L. feet. Piles driven, 12 in. by 12 ..... pr. 1. ft. ..... 8,325 0 45 Square Timber in trestle-work, culverts, bridges, &c. 7,000 16 in. by 12 in., white pine ..... pr. 1. ft. 14,000 đo 0 50 350 700 do 16 do 10 ..... do do 0 50 ..... 160 400 do 14 do 12 do do ..... 0 40 .... ........ 3,000 100,000 do 12 12 30 do do or tamarac... do ..... 0 12,000 3,600 12 do do 9 do 0 30 do ... do 90 ..... 300 do 12 do 8 do do do . 0 30 • • • • 425 12 ..... 0 25 1,700 do do 4 do do do ••• 8 1,200 48,000 do 9 do do do do 0 25 •... 8,500 9 34,000 do do 6 do 0 25 do do • •• 6,500 1,625 75 0 25 do 9 do 4 do do • --do ....... 8 6 300 do do do do do 0 25 ..... ... 880 4,400 8 in. flatted timber. 0 20 do do ...... .... 1,890 Ft. B.M. Pine or tamarac plank. . ..... pr. M. 35 00 54,000 60 Hardwood plank Wrought iron, including bolte, 1,000 do 60 00 do 60,000 Lbs. 6,000 spikes, straps, &c..... pr. lb. 0 10 1,220 12,200 Cast iron...... ..... do do 0 10 75,000 300,000 No. Ties ...... pr. tie. 0 25 ........... ..... Carriage of rails and fastenings-Tons. 12,200 36,600 average haul, 172 miles ..... pr. ton. Track-laying ......pr. mile. 3 00 28,125 225 00 125 Miles. ..... ..... 175,000 437,500 C. yds. Ballasting ..... ...... pr. c. yd. 0 40 1,800 Points and crossings ...... pr. set. |...... 86 Sets. 50 00 2,490,980 Total ......

#### APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

### English River to Eagle River, 118 miles-Schedule of Quantities and Prices-Continued.

50 00		Manning, Mo	Donell & Co	).		Purcell, Gi	nty & Ryan.	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	lst C	olumn.	2nd C	olumn.	lst C	Jolu <b>mn</b> .	2nd C	olumn.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	20 00 20 00	9,400 2,200	0 22 0 22	$10,340 \\ 2,420$	25 00 20 00	11,750 2,200	25 00 20 00	
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 06 2 75 0 90	2,460 428,750 87,300	0 06 2 00 1 06	2,460 490,000 97,600	0 04 1 65 0 90	1,640 404,250 87,300	0 04 1 75 0 90	18,000 1,640 428,750 87,300 1,400,700
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	0 30	63,000	0 33	69,300	0 40	84,000	0 40	84,000
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	0 25 0 30 12 00 8 00 12 00 8 00 1 50 35 00 4,000 00 2,500 00 4,000 00	750 720 13,200 4,800 720 2,400 66,000 6,600 18,200 12,000 20,000 14,000	$\begin{array}{c} 0 & 25 \\ 0 & 33 \\ 14 & 00 \\ 10 & 00 \\ 14 & 00 \\ 10 & 00 \\ 3 & 50 \\ 2 & 00 \\ 35 & 00 \\ 4,000 & 00 \\ 2,500 & 00 \\ 1,000 & 00 \end{array}$	750 792 15,400 6,000 840 3,000 77,000 8,800 18,200 12,000 20,000 14,000	0 40 0 30 9 00 7 00 2 00 4 00 3 50 2 50 15 00 3,500 00 2,500 00 1,200 00	1,2007209,9004,2001,2001,20011,0007,80010,50020,00016,800	$\begin{array}{c} 0 & 40 \\ 0 & 30 \\ 9 & 00 \\ 7 & 00 \\ 2 & 00 \\ 4 & 00 \\ 3 & 50 \\ 2 & 50 \\ 15 & 00 \\ 3,500 & 00 \\ 2,500 & 00 \\ 1,200 & 00 \end{array}$	1,200 720 9,900 4,200 120 1,200 77,000 11,000 7,800 10,500 20,000 16,800 6,475
2,504,523	$\begin{array}{c} 6 & 40 \\ 0 & 40 \\ 0 & 27 \\ 0 & 27 \\ 0 & 27 \\ 0 & 27 \\ 0 & 20 \\ 0 & 18 \\ 0 & 18 \\ 0 & 18 \\ 25 & 00 \\ 50 & 00 \\ 50 & 00 \\ 0 & 08 \\ 0 & 28 \\ 3 & 00 \\ 200 & 60 \\ 0 & 30 \\ \end{array}$	$\begin{array}{c} 280\\ 160\\ 27,000\\ 3,240\\ 81\\ 340\\ 8,640\\ 5,440\\ 780\\ 5,440\\ 792\\ 1,350\\ 50\\ 6,000\\ 976\\ 84,000\\ 36,600\\ 25,000\\ 131,250\\ \end{array}$	$\begin{array}{c} 0 & 42 \\ 0 & 42 \\ 0 & 30 \\ 0 & 30 \\ 0 & 30 \\ 0 & 24 \\ 0 & 20 \\ 0 & 12 \\ 0 & 20 \\ 0 & 20 \\ 30 & 00 \\ 35 & 00 \\ 35 & 00 \\ 0 & 12 \\ 0 & 10 \\ 0 & 30 \\ 3 & 50 \\ 200 & 00 \\ 0 & 30 \\ \end{array}$	$\begin{array}{c} 274\\ 168\\ 30,000\\ 3,600\\ 90\\ 408\\ 9,600\\ 6,120\\ 780\\ 60\\ 880\\ 1,620\\ 55\\ 7,200\\ 220\\ 91,009\\ 42,700\\ 42,700\\ 131,250\\ \end{array}$	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c} 280\\ 160\\ 37,000\\ 3,600\\ 900\\ 3,660\\ 6,120\\ 975\\ 45,792\\ 1,350\\ 40\\ 6,000\\ 1,220\\ 90,000\\ 15,250\\ 37,500\\ 175,000\\ 175,000\end{array}$	$\begin{array}{c} 0 \ 40 \\ 0 \ 40 \\ 0 \ 37 \\ 0 \ 30 \\ 0 \ 30 \\ 0 \ 30 \\ 0 \ 18 \\ 0 \ 20 \\ 0 \ 18 \\ 0 \ 20 \\ 0 \ 18 \\ 0 \ 20 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 15 \\ 0 \ 10 \\ 0 \ 30 \\ 1 \ 25 \\ 300 \ 00 \\ 0 \ 40 \\ \end{array}$	$\begin{array}{c} 280\\ 160\\ 37,000\\ 37,000\\ 3,600\\ 90\\ 306\\ 9,600\\ 6,120\\ 975\\ 45\\ 792\\ 1,350\\ 40\\ 6,000\\ 1,220\\ 90,000\\ 15,250\\ 37,500\\ 175,000\\ \end{array}$
		2,504,523		2,726,172		2,528,643		2,604,643

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APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

			М	acdonald &	t Falarde	au.
Approx Quant		Description of Work.	lst Co	lumn.	2nd C	Jolumn
			Rate.	Amount.	Rate.	Amount.
<b></b>			\$ cts.	\$	\$ cts.	\$
470	A cres.	Clearingpr. acre.		9,400		9,400
· 110 80	do do	Close cutting do Grubbing do	30 00 80 00	3,300	30 00 80 00	3,300
30	do	Platform of logs across muskegs, average 16 inches deep, covered		6,400		6,400
41.000	T	with brush do	70 001	2,100		
41,000 245,000	L. reet.	Fencing pr. 1. ft. Solid rock excavation pr. c. yd.	0 05 1 75	2,050 428,750	005	2,050 453,250
97,000	do do	Loose rock do do	1 30	126,100		126,100
4,830,000	do	Earth excavation, including bor-				,
<b>2</b> 10,000	do	rowing do Earth borrowing with haul of 1 to $1\frac{3}{4}$ miles (See 20th clause of	0 30	1,449,000	032	1,545,600
		memo) do	0 30	63,000	0 32	67,200
3,000	do	Off-take ditches, outside railway		,		
<b>a</b> (00	1.	limits do	0 20	600	0 20	600
$2,400 \\ 1,100$	L. feet.	Under-drains pr. 1. ft.	0 15	12 200	0 15 12 00	360 13,200
600	do do	Bridge masonry pr. c. yd. Culvert masonry do	$12 00 \\ 10 00$	13,200 6,000	10 00	6,000
60		Paving do	5 00	300	5 00	300
300	do	Concrete do	6 00	1,800	6 00	1,800
22,000		Crib-work in abutments and piers of bridges do	2 50	55,000	2 75	60,500
4,400 520	do L foot	Rip-rap. do	250	11,000	2 50	11,000
3	1	Cast-iron pipes 3 ft. diameter in- side, 1 inch thick, laid in concrete pr. l. ft. Bridge superstructure, timber, 100	<b>30 0</b> 0	15,600	30 00	15,600
	_	ft. in clear	3,000 00	9,000	3,000 00	5,000
8 14	do do	Bridge superstructure, timber, 80 ft. in clear do	2,000 00	16,000	2,000 00	16,000
14	1	Bridge superstructure, timber, 40 ft. in clear do Piles driven, 12 in. by 12 pr. 1. ft.	1,000 00 0 25	$14,000 \\ 4,625$	1,000 00 0 25	14,000 <sup>.</sup> 4,625
		Square Timber in trestle-work, culverts, bridges, &c.	0 20	1,020		,
14,000	do	16 in. by 12 in., white pine pr. 1. ft.	0 50	7,000	0 50	7,000
700		16 do 10 do do	0 50	350	0 50	350
<b>40</b> 0		14 do 12 do do	0 50	200	0 50	200
100,000		12 do 12 do or tamarac. do	0 40	40,000	0 40	40,000
12.000		$12 do 9 do do \dots do$	0 30	3,600	0 30	3,600 90
300 1,700		12 do 8 do do do 12 do 4 do do do	0 30 0 30	90 510	0 30	510
48,000	do	12 do 4 do do do 9 do 8 do do do	0 25	12,000	0 25	12,000
34,000	do	9 do 6 do do do	0 25	8,500	0 25	8,500
6,500	do	9 do 4 do do do	0 20	1,300	0 20	1,300
300	do	8 do 6 do do do	0 20	60	0 20	60 880
<b>4,4</b> 00 <b>54,00</b> 0	do F+ BM	8 in. flatted timber do do Pine or tamarac plank pr. M.	0 20	880	0 20	2,160
1,000	do	Hardwood plank do	40 00 40 00	2,160 40	40 00	40
60,000		Wrought iron, including bolts,		_		c 000
10 000		spikes, straps, &c pr. lb.	0 10	6,000	0 10	$6,000 \\ 1,220$
12,200 300,000	do No	Cast-iron do	0 10	1,220	0 10	84,000
12,200	No. Tons.	Ties pr. tie. Carriage of rails and fastenings-	0 26	78,000	0 28	
,0		average haul, 172 milespr. ton.	1 25,	15,250	1 25	15,250
125	Miles.	Track-laying pr. mile.	250 00	31,250	275 00	34,375
437,500	U. yards	Ballastingpr. c. yd.	0 35	153,125	0 38	$166,250 \\ 1,800$
36	Sets.	Points and crossings pr. set.	50 00	1,800	50 00	2,753,970
		Total		2,600,920		4,103,00

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English River to Eagle River, 118 miles-Schedule of Quantities and Prices-Continued.

	F. B. McN	amee & Co.				R. Nagle	s & Co.	
lst Cc	olumn.	2nd ()	olumn.	ls	st Co	oluma.	2nd (	lolumn.
Rate.	Amount.	Rate.	Amount.	Rate.		Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$5 1	<b>\$</b> ct		\$	\$ cts.	\$
50 00	23,500	50 00	23,500	30 (		14,100	33 00	15,51
60 00	6,600	60 00	6,600	20 (		2,200	22 00 55 00	2,42
100 00	8,000	100 00	8,000	50 (	1	4,000	55 00	4,40
400 00	12,000	400 00	12,000	1,000 (	100	30,000	1,100 00	33,00
0 15	6,150	0 15	6,150	0 0		2,460	0 07	2,87
1 50	367,500	2 00	490,000	1 :		294,000	1 30	318,50
1 00	97,000	1 00	97,000	0 /	75	72,750	0 83	80,51
0 30	1,449,000	0 35	1,690,500	0 :	25	1,207,000	0 27	1,304,10
0 40	84,000	0 40	84,000	0	70	147,000	0 77	161,70
0 50	1,500	0 50	1,500	0 3	31	930	0 33	99
0 25	600	0 25	600	Õ.		600	0 27	6
11 00	12,100	11 00	12,100	8 (		8,800	9 001	9,9
9 00	5,400	9 00	5,400	7 (		4,200	8 00	4,8
5 00) 6 001	300 1,800	5 00	300) 1,800,	6 ( 5 (		360) 1,500	6 60 5 50	3 1,6
1 50	33,060	1 50	33,000	3 (		77,000	3 85	8,4
2 00	8,800	2 00	8,800	2 (	00	8,800	2 20	9,6
1 00	520	1 00	520	30 (	00'	15,600	33 00	17,1
3,000 00	18,000	6,000 00	18,000	4,000 (	00	12,000	4,000 00	12,0
i,000 00	40,000	5,000 00	40,000	3,000 (	00	24,000	3,300 00'	26,4
1,500 00 0 30	35,00 <del>0</del> 5,550	2,500 06 0 39	35,000 5,550	2,000 ( 0 :		28,000 5,550	2,200 00 0 <b>3</b> 3	30,8 6,1
	Ì		}			}		
0 30	4,200	0 30	4,200	0 3		4,760	0 37	5,1
0 28	196	0 28	196		30'	210	0 33	2
0 25	100	0 25	100		30	120	0 33	1
$\begin{smallmatrix} 0 & 25 \\ 0 & 22 \end{smallmatrix}$	25,000	0 25 0 22	25,000	. 02	25 20	25,000 2,400	0 27 0 22	27,0 2,6
0 20	<b>2,64</b> 0 60	0 22 0 20	<b>2,6</b> 40 60,		18	2,400	0 20	2,0
0 15	255	0 15	255	ŏ (		153	0 10	1
0 12	5,760	0 12	5,760		15	7,200,	0 16	7,6
0 10	3,400	0 10	3,400	0 1		4,760	0 15	5,1
0 08	520	0 08	520	0 (		455	0 08	5
0 08	24	0 08	24	0 (		24 440	0 08	. 4
20 00	308 1,080	0 07 20 00	308 1,080	0 ] 20 (		3,080÷	$\begin{array}{c} 0 & 11 \\ 22 & 00 \end{array}$	1,1
20 00	20	20 00	20	35 (		35	38 00	-,-
0 08	4,800	0 08	4,800	0 1		6,000	0 10	6,0
0 06 0 30	732 90,000	0 06	732 90,000	002		732 73,000	$\begin{smallmatrix} 0 & 07 \\ 0 & 25 \end{smallmatrix}$	8 75,0
6 00	73,200	6 CO	73,200	30 (	00	366,000	1	402,6
400 00'	50,000	400 00	50,000	240 (		30,000	260 00	32,5
0 30 75 00	131,250 2,700,	0 30	131,250 2,700	0 3	32	139,900 1,440	0 35 44 00	153,1 1,5
	2,612,565 .	-	2,976,565		_j_	2,626,613		2,784,1

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APPENDIX No. 41-Continued. - Tender for Works on Canadian Pacific Railway-

				Walsh &	McCarro	n.
Appro: Quant		Description of Work.	lst C	olumn.	2nd (	Column.
			Rate.	Amount.	Rate.	Amount.
			\$ cts.	\$	\$ cts.	\$
470 110	do	Clearing pr. acre.	30 00 18 00	14,100 1,980		16,920 2,376
80	do	Grubbing	48 00	3,840		4,608
30	do	Platform of logs across muskegs, average 16 inches deep, covered				
	i	with brush do	2,178 00	65,340	2,613 00	78,340
41,000	L. feet.	Fencingpr. 1. ft.	0 08	3,280		3,895
245,000		Solid rock excavation	1 80 0 90	441,000 87,300		529,200 104,760
97,000 <b>4,830,0</b> 00	do do	Loose do do Earth excavation, including bor-	0.30	01,000	1 00	10-1,100
2,000,000		rowing do	0 29	1,4000,700	0 35	1,690,500
<b>2</b> 10,000	do	Earth borrowing with haul of 1 to $1\frac{3}{4}$ miles. (See 20th clause of				
		memo) do	0 39	81,900	0 46 <sup>1</sup> / <sub>2</sub>	97,650
<b>3,</b> 000	do	Off-take ditches, outside railway	أمما	1 090	0 431	1,297
2,400	L. feet.	Under-drainsdo	0 36	1,080 1, <b>56</b> 0		1,2372
1,100		Bridge masonrypr. c. yd.		15,840		19,008
600	do	Culvert masonry do	9 60	5,760		6,912
<b>6</b> 0	do	Paving do	3 60	216		259
300	do	Concrete do	6 00	1,800	720	2,160
<b>22,</b> 000	do	Cribwork in abutments and piems of bridges do	4 20	92,400	5 04	110,880
4,400	do	Rin-ran do	3 60	15,840		19,008
<b>52</b> 0	L. feet.	Cast-iron pipes, 3 ft. diameter in- side, 1 in. thick, laid in concrete.pr. l. ft.	32 00	16,640		19, <b>9</b> 68
3	Spans.	Bridge superstructure, timber, 100 ft. in clear			5,760 00	17,280
8	do	Bridge superstructure, timber, 80 ft. in clear do	3,456 00	,	4,147 20	33,177 <del>3</del>
14	do	Bridge superstructure, timber, 40 ft. in clear	1,200 00	•	1,440 00	20,160
18,500	L. feet.	Piles driven, 12 in. by 12pr. l. ft.	0 36	6,660	0 43	8,001
		Square Timber in trestle-work, culverts, bridges, &c.			i	
14.000			0.90	5 040	0 491	6,055
14,000 700	do do	16 in. by 12 in., white pine	0 36	5,040 252	0 43 0 43	3024
400	do	14 do 12 do do	0 36	144		173
100,000	do	12 do 12 do or tamarae. do	0 24	24,000	0 29	29,000
12,000	do	12 do 9 do do do	0 18	2,160	0 23	2,760 69
300	do	12 do 8 do do do	0 18	54 204	0 23	246
1,700	do	12 do 4 do do do 9 do 8 do do do	0 12	204 6,720	0 14	8,280
48,000 34,000	do do	9 do 8 do do do 9 do 6 do do do	0 14	4,080	0 14	4,930
6,500	do	$9 do 4 do do \dots do$	0 10	650	0 11	747
300	do	8 do 6 do do do	0 10	30	0 11	34 <u>±</u> 638
4,400	do	8 in. flatted timber do do	0 12	528		1,555
		Pine or tamarac plank pr. M. Hardwood plank do	24 00 36 00	1,296 36	28 80 43 20	43
1,000 60,000		Hardwood plank do Wrought iron, including bolts,	50 00	50		
20,000	1000.	spikes, straps, &c pr. lb.	0 07	4,200	0 084	5,250
12,200	do	Cast-iron do	0 05	610	0 05	701 <del>1</del> 129,750
300,000	No.	Ties, pr. tie.	0 36	109,000	0 43	123,100
12,200	Tons.	Carriage of rails and fastenings—	2 15	26,230	2 58	31,476
125	Miles	average haul, 172 miles pr. ton, Track-laying r. mile.	270 00	33,750		40,500
437,500	C. yards	Ballastingpr. c. yd.	0 29	126,875	0 34 <del>]</del>	150,937
36	Sets.	Points and crossing pr. set.	18 00	648	21 60	
		Totel		2,661,591	•••••	3,202,459

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### English River to Eagle River, 118 miles-Schedule of Quantities and Prices-Continued.

	Pitblado, Fr	aser & Gra	nt.		S	Stevens, Turi	ner, Burns	& Co.
lst C	olumn.	2nd	Column.	1	st C	Jolumn.	2nd	Column.
Rate.	Amount.	Rate.	Amount.	Rate		Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$		cts.		\$ cts.	
30 00	14,100				00			
50 00 80 00	5,500				00	3,850		· · · · · · · · · · · · · · · · · · ·
80 00	6,400	••• • ••••••		1	00	0,000	)	
1,500 00	45,000			400	00	12.000		 
0 06	2,460				05			
2 00	490,000				80			
0 95	92,150			1	00	97,000		
0 30	1,449,000			0	30	:,449,000	 	 
0.25	79 500			0		104 400		
0 35	73,500		·····	0	64	134,400		
0 50	1,500		 	0	35	1,050	! <u></u>	1
0 20					50			
12 00					00			
8 00		•••••			00			
4 00 7 00					00			
2 -								
3 50 3 00	77,000 13,200	·····	•••••		50 00	99,000 13,200	·····	
42 00	,		1	1	00		•	
4,000 00	,			!	1		•	
	12,000			4,000	- 1	12,000	••••••	
3,200 00	25,600		۱. <b></b>	2,800	00	<b>22,4</b> 00		! 
1,000 00		·····		1,200	00 40	16,800 7,400		
	-,					.,	   	
0 56	7.810				50	7.000		
0 56					40			
0 56					35			
0 40 0 30			•••••		30			
0 30	3,600 90		•••••				•••••	
0 20			•••••		20			
0 15	7,200				20			
0 15	5,100				18,	6,120	••••••	
$   \begin{array}{c}     0 & 15 \\     0 & 15   \end{array} $	975	·····			18			
0 12	45	• • • • • • • • • • • • • • • • • • • •			20			
25 00	528 1 350		*********	25	20	880	•••••••	•••••••
25 00				50				••••••••••••••••
0 10	6,000			0	10	€,000		****
0 08	976			0	07	854		
0 27	81,000	·····	•••••••	0	32	<b>96,</b> 000		••••••••••••
1 50	18,300			7	00			
250 00	31,250	····· · · · · · · · · · · · · · · · ·	•••••	300	00	37,500		
028 5000	122,500				37	161,875		****** .****************
	1,800			50		1,800		
	2,699,005					2,805,794		

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				H. C. O	'Reilly.	
Approxi Quanti	mate ties.	Description of Work.	1st C	olumn.	2nd C	olumn.
			Rate.	Amount.	Rate.	Amount.
<b>-</b>			\$ cts.	\$	\$ cts.	\$
470		Clearingpr. acre.	60 <b>0</b> 0	28,200	60 00	28,200
110	do	Close cutting do	70 00	7,700	70 00	7,700
80 30	do do	Grubbing do Platform of logs across muskegs,	100 00	8,000	100 00	8,000
	uo	average 16 inches deep, covered				
	1	with brush do	500 00	15,000'	500 00	15,600
41,000	L. feet.	Fencing	0 15	6,150	0 15	6,150
245,000	C. yds.	Solid rock excavation pr. c. yd.	1 35 0 90	330.750 87,300	1 35	330,750 87,300
97,000     830,000	do do	Loose do do Earth excavation, including bor-	<b>9</b> 00	01,300	0.00	01,000
	40	rowing do	0 35	1,690.500	0 35	1,690,500
210,000	do	Earth borrowing with haul of 1 to		- 1		
		$1\frac{3}{4}$ miles. (See 20th clause of	0 40	94 000	0 40	84,000
3,000	do	off-take ditches, outside railway	040	84,000	0 40	. 01,000
3,000	uu	limits do	0 60	1,800	0 60	1,800
2,400	L. feet.	Under-drains pr. 1. ft.	<b>0</b> 30	720	0 30	720
1,100	C. yds.	Bridge masonry pr. c. yd.	11 00		11 00	12,10
600	do	Culvert masonry do	900 600	<b>5,4</b> 00 <b>36</b> 0		5,40 36
60 300	do do	Paving do Concrete do	6 00	1,800		1,80
22,000	do	Crib-work in abutments and piers		-,		
		of bridges do	2 00	44,000		44,00
4,400	do	Rip-rap. do	2 00	8,800	2 00	8,800
<b>5</b> 20	L. feet.	Cast-iron pipes, 3 ft. diameter in- side, 1 in. thick, laid in concrete.pr. 1. ft.	2 00	1,040	2 00	1,040
3	Spans.	Bridge superstructure, timber, 100	1 00	1,010		· · · ·
	~	ft. in clear pr. span.	7,000 00	21,000	7,000 00	21,000
8	do	Bridge superstructure, timber, 80		10.000	0 000 00	48,000
14	do	ft. in clear do	6,000 00	48,000	6,000 00	40,000
14	uo	Bridge superstructure, timber, 40 ft. in clear do	2,000 00	28,000	2,000 00	28,000
18,500	L. feet.	Piles driven, 12 in. by 12 pr. 1. ft.	0 30		030	5,556
		Square Timber in trestle-work, culverts, bridges, &c.				
14, 00	do	16 in. by 12 in., white pine pr. 1. ft.	0 30	4,200	0 30	4,200
700	do	16 do 10 do do	0 28	196		190
40		14 do 10 do do	0 20		0 20	30,00
100,000	-	12 do 12 do ortamarac. do 12 do 9 do do do	0 30		030	- o' + 0
12,000 300	do do	12 do 9 do do do 12 do 8 do do do	0 25		0 25	. 7:
1,700	do	12 do 4 do do do	0 20		0 20	34
48,000	do	9 do 8 do do do	0 10	4,800	0 10	4,80 4,08
34,000	do	19 do 6 do do			0 12	4,00
6,500	do	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	0 10		0 10	2
300 4,400	do do	8 do 6 do do do 8 in. flatted timber do do	0 09		0 06	26
54,000		'Pine or tamarac plank pr. M.	21 00		21 00	1,13 2
1,000	do	Hardwood plank do	25 00		25 00	1 1
60,000	Lbs.	Wrought iron, including bolts,	0.10		0 10	6,00
19 000	da	spikes, straps, &c pr. lb. Cast-iron do	0 10		0 10	97
12,200 300,000	do No.	Ties pr. tie.	0 20		1	
12,200	Tons.	Carriage of rails and fastenings-	i			
		average haul, 172 miles pr. ton.	10 00			62.50
125		Track-layingpr. mile.				87.50
437,500 36	C. yds. Sets.	Ballasting	0 20 50 00			1 90
20	13648	Tomo and orosomgo	00.00	1,000	ii	2,825,21

APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

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### English River to Eagle River, 118 miles-Schedule of Quantities and Prices-Continued.

Н	urlburt, Greni	aell & Cam	pbell		Wm.	Hendrie.	
lst (	Column.	2nd	Column.	lst (	Jolumn.	2nd (	Colamn.
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts. 5 00	<b>\$</b> 2,350	\$ cts. 30 00		\$ cts. 30 00	\$ 14,100
		25 00 80 00	2,750 6,400	$\begin{array}{ccc} 30 & 00 \\ 100 & 00 \end{array}$			3,300 8,000
		1,000 00	30,000	1,000 00			30,000
	••••••••••	$     \begin{array}{r}       0 20 \\       1 70     \end{array} $	8,200 416,500	0 07 2 25		0 07 2 30	2,870 563,500
	···· · · · · · · · · · · · · · · · · ·	1 20	116,000	1 30			130,950
		0.35	1,690,500	0 33	1,593,900	0 35	1,690,500
		0 50	105,000	0 36	75,600	0 40	84,000
		0 35	1,050	0 36	1,080	049	1.900
······		0 50	1,200	1 00			1,200 2,400
		10 00	11,000	15 00			16,500
	•••••••••••••••••••••••••	6 00	3,600	10 00	,		6,000
•••••••••	•••••••	4 00	240	5 00			300
•••••••	••••••••••••••••••••••••	6 00	1,800	5 00	1,500	5 00	1,500
······		3 00 2 00	66,000 8,800	3 00 1 50			77,000 7,700
		36 50	18,980	12 00	6,240	15 00	7,800
		4,000 00	12,000	5,000 00	15,000	5,000 00	15,000
		2,800 00	22,400	3,500 00	28,000	3,500 00	28,000
		1,200 00 0 25	16,800 4,625	1,200 00 0 50		1,200 00 0 50	16,800 9,250
•••••	·····	0 40	5,600	0 50	7,000		7,000
		0 <b>34</b> 0 <b>3</b> 0	238 120	050 050	350		350 200
	· ···· · ·····	0 30	30,000	0 25	25,000		25,000
· · · · · · · · · · · · · · · · · · ·		0 28	3,360	0 25	3,000		3,000
••••••		0 28	84	0 25	75		75
	•••••••••••••••••••••	0 18	306	0 25	425		425
		0 18	8,640	025 025	12,000 8,500		12,000
	******************************	0 15	6,120 975	0 25	1,625		8,500 1,625
		0 15	45	0 25			1,020
		012	528	0 25	1,100	0 25	1,100
	*****	25 00	1,350	30 00 50 00	1,620		1,620
	•••••• ••••	50 00	50	50 00	50	! i	50
	••••••	0 10	6,000	0 10		0 10	6,000
	•••••••••••••••••••••••••••••••••••••••	0 08 0 30	976 90,000	0 08 0 30	976		976 90,000
		2 50	30,500	3 00	36,600	3 50	49 700
	******	300 00	30,500  37,500	400 00	50,000		42,700
	******	0 40	175,000	0 44	192,500		192,500
	************************************	. 0 50	1,800	25 00	900		<b>90</b> 0
••••••			2,945,787		3,019,766		3,160,766

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|                                           |              |                                                                                       |                | Baird d        | t McLear          |                                |
|-------------------------------------------|--------------|---------------------------------------------------------------------------------------|----------------|----------------|-------------------|--------------------------------|
| Approx<br>Quant                           |              | Description of Work.                                                                  | lst (          | Jolumn.        | 2nd               | Column.                        |
|                                           |              |                                                                                       | Rate.          | Amount.        | Rate.             | Amount.                        |
| ·······                                   |              |                                                                                       | \$ cts.        |                | \$ cts.           | \$                             |
| $\begin{array}{c} 470 \\ 110 \end{array}$ | Acres.<br>do |                                                                                       | 25 00<br>30 00 |                |                   | 11,750                         |
| 80                                        | do           | Close cutting do<br>Grubbing do                                                       | 60 00          |                |                   | 3,300<br>4,800                 |
| 30                                        | do           | Platform of logs across muskegs,                                                      |                | .,             |                   | 3,000                          |
| 1                                         |              | average 16 inches deep, covered                                                       |                |                |                   |                                |
| 41,000                                    | T fact       | with brush do                                                                         | 1,500 00       |                | 1,500 00          | 45,000                         |
| <b>41,0</b> 00<br><b>245,0</b> 00         | C. yds.      | Fencing pr. 1. ft.<br>Solid rock excavation pr. c.yd.                                 | 0 06<br>2 60   |                |                   | 2,460<br>673,750               |
| 97,000                                    | do           | Loose do do                                                                           | 1 00           |                |                   | 121,250                        |
| 4,830,000                                 | do           | Earth excavation, including bor-                                                      |                | .,             |                   | ,                              |
|                                           |              | rowing do                                                                             | 033            | 1,593,900      | 0 36              | 1,738,800                      |
| 210,000                                   | do           | Earth borrowing with haul of 1 to<br>$1\frac{3}{4}$ miles. (See 20th clause of        |                |                | 0.00              | 100 000                        |
| 3,000                                     | do           | do<br>Off take ditches, outside railway                                               | 0 55           | 115,500        | 0 60              | 12 <b>6</b> ,000               |
| 3,000                                     | uo           | limits do                                                                             | 0 30           | 900            | 0 30              | 900                            |
| 2,400                                     | L. feet.     | Under-drains pr. 1. ft.                                                               | 0 45           |                |                   | 1,080                          |
| 1,100                                     | C. yds.      | Bridge masonry pr. c.yd.                                                              | 11 00          |                |                   | 13,200                         |
| 600                                       | do           | Culvert masonry do                                                                    | 12 00          |                |                   | 7,200<br>240                   |
| 60<br>300                                 | do<br>do     | Concrete do                                                                           | 400            |                |                   | 1,200                          |
| 22,000                                    | do           | Crib-work in abutments and piers                                                      | 00             |                |                   | <b>x</b> ,=**                  |
|                                           | -            | of bridgesdo                                                                          | 3 00           |                |                   | 88,000                         |
| 4,400                                     | do           | Rip-rap do                                                                            | 3 00           | 13,200         | 300               | 13,200                         |
| 520                                       | L. feet.     | Cast-iron pipes, 3 ft. diameter in-<br>side, 1 in. thick, laid in concrete.pr. 1. ft. | 25 00          | 13,000         | 25 00             | 13,000                         |
| 3                                         | Spans.       | Bridge superstructure, timber, 100                                                    |                | 10,000         |                   | ,                              |
|                                           | -            | ft. in clear pr. span.                                                                | 4,000 00       | 12,000         | 4,500 00          | 13,500                         |
| 8                                         | do           | Bridge superstructure, timber, 80<br>ft. in clear do                                  | 3,000 00       | 24,000         | 3 <b>,2</b> 00 00 | 25,600                         |
| 14                                        | do           | Bridge superstructure, timber, 40                                                     | -              |                |                   | ,                              |
| 10 500                                    | F 4 4        | ft. in clear do                                                                       | 1,200 00       |                | 1,300 00          | $18,200 \\ 7,400$              |
| 18,500                                    | L. ieet.     | Piles driven, 12 in. by 12 pr. 1. ft.                                                 | 040            | 7,400          | 0 40              | 1,100                          |
|                                           |              | Square Timber in trestle-work, culverts,<br>bridges, &c.                              |                |                |                   |                                |
| 14,000                                    | do           | 16 in. by 12 in., white pine pr. 1. ft.                                               | 040            | 5,600          | 0 45              | 6,300<br>245                   |
| 700                                       | do           | 16 do 10 do do                                                                        | 0 35           | 245            | 0 35              | 240<br>140                     |
| 400                                       | do           | 14 do 12 do do<br>12 do 12 do or taniarac. do                                         | 0 35<br>0 30   | 140<br>30,000  | 0 35<br>0 35      | 35,000                         |
| 100,000                                   | do<br>do     | 12 do 12 do or taniarac. do<br>12 do 9 do do do                                       | 0 25           | 3,000          | 0 25              | 3,000                          |
| 300                                       |              | 12 do 8 do do do                                                                      | 0 25           | 75             | 0 25              | 75                             |
| 1,700                                     | do           | 12 do 4 do do do                                                                      | 0 20           | 340            | 0 20              | 340                            |
| 48,000                                    | do           | 9 do 8 do do do                                                                       | 0 20           | 9 <b>,6</b> 00 |                   | <b>9,6</b> 00<br><b>6,8</b> 00 |
| 34,000                                    | do           | 9 do 6 do do do                                                                       | 0 20           | 6,800          | 0 20              | 1,300                          |
| 6,500<br>300                              | do<br>do     | 9 do 4 do do do<br>8 do 6 do do do                                                    | 0 20<br>0 20   | 1,300<br>60    | 0 20<br>0 20      | 60                             |
| 4,400                                     | do           | 8 do 6 do do do<br>8 in. flatted timber do do                                         | 0 15           | 660            | 0 15              | 660                            |
| 54,000                                    |              | Pine or tamarac plank pr. M.                                                          | 22 00          | 1,188          | 22 00             | 1,188                          |
| 1,000                                     | do           | Hardwood plank do                                                                     | 25 00          | . 25           | 25 00             | 20                             |
| 60,000                                    | Lbs.         | Wrought iron, including bolts,                                                        | <u>, , , </u>  | 0 000          | A 11              | 6,600                          |
| 12,200                                    | do           | spikes, straps, &c pr. lb.<br>Cast-iron do                                            | 0 11<br>0 10   | 6,600<br>1,220 | 0 11<br>0 10      | 1,220                          |
| 300,000                                   | No.          | Ties pr. tie.                                                                         | 0 33           | 99,000         | 0 35              | 105,000                        |
| 12,200                                    | Tons.        | Carriage of rails and fastenings-                                                     |                | 20,000         |                   |                                |
|                                           |              | average haul, 172 miles pr. ton.                                                      | 6 00           | 73,200         | 6 50              | 79, <b>3</b> 00<br>38,750      |
|                                           | Miles.       | Track-layingpr. mile.                                                                 | 290 00         | 36,250         | 310 00            | 186 250                        |
| 125                                       |              |                                                                                       |                |                |                   |                                |
| 437,500                                   | C. yds.      | Ballasting pr. c. yd.                                                                 | 0 35           |                | 0 38              | 1,080                          |
|                                           |              | Ballasting pr. c. yd.<br>Points and crossings pr. set.                                | 0 35<br>30 00  | 1,080          | 30 00             | 1,080                          |

### APPENDIX No. 41-Continued.-Tender for Works on Canadian Pacific Railway-

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# English River to Eagle River, 118 miles – Schedule of Quantities and Prices – Continued.

| 3  cts. $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ $5  cts.$ <t< th=""><th>1st C</th><th>olumn.</th><th>2nd (</th><th>Column.</th><th>lst C</th><th>olumn.</th><th>2nd (</th><th>Column.</th></t<>                                                                                                                                                                                                            | 1st C    | olumn.           | 2nd (       | Column.        | lst C                                    | olumn.                                  | 2nd (                                   | Column.                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------|-------------|----------------|------------------------------------------|-----------------------------------------|-----------------------------------------|-----------------------------------------|
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Rate.    | Amount.          | Rate.       | Amount.        | Rate.                                    | Amount.                                 | Rate.                                   | Amount.                                 |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                | \$ cts.                                  | \$                                      | \$ cts.                                 | \$                                      |
| 155       00 $12,400$ 163       00 $13,940$ 4,356       00 $2,460$ 007 $2,570$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |                  |             |                |                                          | •••••••                                 | 1                                       | ••••••••••••••••••••••••••••••••••••••• |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          | ••••••••                                |                                         |                                         |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 4,356 00 | 130, <b>6</b> 80 | 4,575 00    | 137,250        |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                | •••••                                    | •••••••                                 | ·!                                      |                                         |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |          |                  |             |                | •••••                                    | •••••••                                 | · ] · · · · · · · · · · · · · · · · · · |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1 10     | 106,700          | 1 15        | 111,000        |                                          | ••••••••••••••••••••••••••••••••••••••• | · · · · · · · · · · · · · · · · · ·     | •••••                                   |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0 34     | 1,642,200        | 0 36        | 1,738,800      |                                          |                                         |                                         | ••••• ••••                              |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0 38     | 79,800           | 0 40        | 84,000         |                                          |                                         |                                         | ······                                  |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0 30     | 900              | 0 32        | 960            |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          |                                         | <b>I</b>                                |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                | ······                                   | •••••••                                 |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          |                                         |                                         | •••••••••••••••••                       |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                | •••••••                                  | •• •••••                                | •••••                                   | ······ ··· ··· ··· ··· ··· ··· ···      |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          | 2,100            |             | 2,020          | ł                                        |                                         |                                         |                                         |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                  |             |                | •••••                                    | ••••                                    |                                         | •••••••••••••••••••••••••               |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 3 50     | 15,400           | 3 70        | 16,280         |                                          | ••••••                                  |                                         | ••••••••                                |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 25 00    | 13,000           | 25 00       | <b>13,0</b> 00 |                                          | ••• ••••                                |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3,500 00 | 10,500           | 3,700 00    | 11,100         | ••••••                                   |                                         |                                         |                                         |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2,500 00 | 20,000           | 2,600 00    | 20,800         |                                          | •••••••••••••••••                       |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1,500 00 | 21,000           | 1,600 00    | 22,400         |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0 45     | 8,325            | 048         | 8,880          |                                          |                                         |                                         |                                         |
| $ \begin{array}{c c c c c c c c c c c c c c c c c c c $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 0 42     | 5 880            | 0.44        | 6 160          |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          | 35,000           |             |                |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          | <b></b>                                 | • [ • • • • • • • • • • • • • • • • • • |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                |                                          | •••• ••••••                             | • •••• •••••                            |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |                  |             |                | ••••••                                   | *************************************** | •                                       | ••••••••••••••••                        |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          | 8.500            |             |                |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 0 22     | 1,430            |             |                |                                          |                                         |                                         |                                         |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                  |             | 69             | •• •• •• • • • • • • • • • • • • • • • • |                                         |                                         | ••••••                                  |
| 30 00       10       30       32 00       13       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       132       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133       133 |          |                  |             |                | ••••••                                   |                                         | .                                       |                                         |
| 0       13       7,800       0       13       7,800         0       11       1,342       0       11       1,342         0       35       105,000       0       37       111,000         4       00       48,800       4       25       51,850         300       00       37,500       320       00       40,000         4       179,375       4       188,125                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |                  |             |                |                                          | •••••                                   | ·                                       |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          | 501              | 52 00       | 54             |                                          |                                         | -                                       | ••••••••                                |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          | 7,800            | 0 13        | 7,800          |                                          |                                         |                                         |                                         |
| $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          | 1,342            | 0 11        | 1,342          |                                          |                                         |                                         | ۱ <u></u>                               |
| $\begin{array}{c ccccccccccccccccccccccccccccccccccc$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          | 105,000          |             | 111,000        |                                          | !                                       |                                         | ••••••••••••••••••••••••••••••••••••••  |
| 0         41         179,375         0         43         188,125           20         00         720         21         00         756                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | _        | 40,000           | 4 40        | 01,600         |                                          |                                         | <u> </u>                                | l <u></u>                               |
| 0 41         179,375         0 43         188,125           20 00         720         21 00         756                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |          | 37,500           |             | 40,000         |                                          |                                         |                                         | 1                                       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 9 41     | 179,375          | <b>0</b> 43 | 188,125        |                                          |                                         |                                         | !<br>                                   |
| 9 100 904                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 20 00    | 720              |             | 756            |                                          | l                                       |                                         |                                         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -        |                  | 1           |                |                                          |                                         | -1                                      |                                         |

APPENDIX No. 42-Continued.-Tender for Works on Canadian Pacific Railway-Bagle River to Keewatin, 67 miles-

|                    |                            |                                                                                                                                               | Mort                                            | Morse, Nicholson & Marpole. | on & Ma.             | rpole.                  |                         | A. Laberge &<br>Irregular. | e & Co.<br>alar. |             |
|--------------------|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------------------------|----------------------|-------------------------|-------------------------|----------------------------|------------------|-------------|
| Appre<br>Quan      | Approximate<br>Quantities. | Description of Work.                                                                                                                          | *lst C                                          | *lst Column.                | †2nd C               | Columa.                 | lst C                   | lst Column.                | 2nd (            | 2nd Cclumn. |
|                    |                            |                                                                                                                                               | Rate.                                           | Amount.                     | Rate.                | Amount.                 | Rate.                   | Amount.                    | Rate.            | Amount      |
|                    |                            |                                                                                                                                               | S cts.                                          | <b>↔</b>                    | \$ cts.              | 69                      | \$ cts                  | ¢A                         | \$ cts.          | 6           |
| 250<br>150<br>150  | Acres.<br>do<br>do         | Olearing                                                                                                                                      | 20 00<br>45 00<br>45 00                         | 5,000<br>1,350<br>7,500     | 20 00<br>45 00<br>00 | 5,000<br>1,350<br>7,500 | 20 00<br>50 00<br>70 00 | 5,000<br>1,500<br>10,500   |                  |             |
| н с<br>с           | ~                          | deep, covered with brush                                                                                                                      |                                                 | 10,000                      | 2,800                | 11,200                  | 1,000                   | 4.000                      |                  |             |
| 900'000<br>900'000 | 5CE                        | Fencing                                                                                                                                       | 0 06<br>1 47                                    | 1,3                         | о н                  | 300                     | 30                      | 750                        |                  |             |
| 426,000<br>65,000  | 884                        | g (see 19th clause of memo.).                                                                                                                 | $\begin{array}{c} 1 & 44 \\ 0 & 80 \end{array}$ | •                           | 1 48<br>0 80         | 630,480<br>52,000       |                         | <b>596,000</b><br>39,000   | ətəlq            |             |
| 1,0342,0VU         |                            |                                                                                                                                               | 0 26                                            | 361,920                     | 0 28                 |                         | 0 30                    | 417.600                    | ш0э              |             |
|                    |                            | Extra carth borrowing-special rates, to cover<br>cost of long haul as well as excavation (see<br>20th clause of memo.), when haul exceeds one |                                                 |                             |                      |                         |                         |                            | }i 01₽           |             |
| 1,265,000          |                            | the 241st and 273rd miles                                                                                                                     |                                                 | 417,450                     | 0                    |                         | 0                       | 316,250                    |                  |             |
| 360,000            |                            | do 273rd and 289th do do                                                                                                                      | 0 32                                            | 123,200                     |                      | 123,200                 | 0 25                    | 96,250                     |                  |             |
| 12,000             |                            | s, outside railway limits                                                                                                                     |                                                 | 3.600                       | c                    |                         | 00                      | 62,500                     |                  |             |
| 4,800              | L. feet.                   | Under-drainspr. 1. ft.<br>Stream tunnels. through rock 8 ff diameter (2                                                                       |                                                 | 2,400                       | 0                    |                         | 0                       | 1,440                      |                  |             |
| 140                |                            | lineal ft.)                                                                                                                                   | 20 00                                           | 25,000                      | 20 00                | 25,000                  | 15 00                   | 18,750                     | aoii             |             |
| ANT                |                            | c. yd. per lineal ft.) dol dol dol dol dol dol dol dol dol dol                                                                                | 15 00                                           | 2.250                       | 15                   |                         | 10 00                   | 1 500                      |                  |             |
| 1,800              | 0                          |                                                                                                                                               |                                                 | 25,200                      | 15                   |                         | 16 00                   | 28,800                     |                  |             |
| 3,400<br>410       | 9 Q                        | Paring. do                                                                                                                                    | 8 00                                            | 27,200                      | 840                  | 28,560                  | 10 00                   | 34,000                     |                  |             |
| 200                |                            |                                                                                                                                               |                                                 | 800                         | > 4                  |                         | 00 9                    | 1.200                      |                  |             |
| 1,300              | qo                         | Crib-work in abutments and piers of bridges do                                                                                                | 2 75                                            | 3,575                       | 2 85                 | ຕັ້                     | 6 50                    | 8,450                      |                  |             |
| 0 <b>99</b>        | i.                         | Cast-iron pipes, 3 ft. diameter inside, 1 in. thick.                                                                                          |                                                 | 15,975                      | 63                   |                         | 2 00                    | 14,200                     |                  |             |
|                    | -                          | laid in concrete.                                                                                                                             | 31 00                                           | 20.460                      | 33 00                | 01 190                  | 15 00                   | 0000                       |                  |             |

### 42 Victoria.

Sessional Papers (No. 164.)

A. 1879

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| <del></del>                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                   |
|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
|                                                                                                          | b, 739, 606                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                   |
| .1881 <b>ni</b> 1                                                                                        | 5 per cent, additional on \$3,793,410 if completed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                   |
| 10,000<br>16,800                                                                                         | 8,400<br>8,600<br>8,600<br>3,3000<br>3,2000<br>3,2000<br>3,2000<br>3,2000<br>3,2000<br>3,2000<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,600<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>13,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,800<br>10,8000<br>10,8000<br>10,8000<br>10,8000<br>10,80000000000 |                                                   |
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| 8,400 5,000<br>8,400 0                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ns by 1st July,                                   |
| 8,400 4,000 00<br>8,400 0 30                                                                             | 0 50<br>0 41<br>0 43<br>0 34<br>0 34<br>0 37<br>0 37<br>0 17<br>0 17<br>0 17<br>0 17<br>0 17<br>0 17<br>0 17<br>0 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | of through trains                                 |
| 8,000<br>8,400                                                                                           | 50         7,000           41         697           37         1,961           43         516           43         515           43         52,540           17         1,961           17         1,961           17         1,920           17         1,020           17         1,020           17         1,020           17         8,840           12         1,020           12         1,020           12         1,020           12         1,020           12         1,020           12         1,020           12         1,030           12         1,030           12         1,030           12         1,030           12         1,030           13         600           10         10           20         3,600           20         3,64,336           3,364,336         64,400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | passage of thi                                    |
| 4,000 00                                                                                                 | 0 50<br>0 41<br>0 41<br>0 43<br>0 43<br>0 43<br>0 43<br>0 12<br>0 12<br>0 12<br>0 12<br>0 12<br>0 12<br>0 12<br>0 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                   |
| Spaas, Bridge superstructure, timber, 100 ft. in clearpr. span<br>L. feet, Piles driven, 12 in. by 12 in | 16 inches by 13 inches, white pine-<br>16 do 10 do do do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | for be completed by 1st July, 1882, and ready for |
| L. feet.                                                                                                 | Action of the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                   |
| 28,000                                                                                                   | 14, 100<br>14,                                                                                                                                                                                                                                                                                                                                                                                                  |                                                   |

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| APPENDIX NO.     |             |

| Imate         Description of Work.         Andrews, Jones & Co.         A. P. Macdonald & Falariteau.           Insecription of Work.         Ist Column.         Ist Column.         Ist Column.         Ist Column.         Ist Column.           Arres         Clearing.         Ist Column.         Ist Column                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                     |                      |                                                |         |                                             | 0      |                  | ~                                         |                                  |         |                           | _                  |                           |        |       | ~~~            | 000           |                                                           |        |
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| Description of Work.         Andrews, Jones & Co.         A. P. Macdonald           Ist Column.         Ist Column.         Ist Column.         Ist Column.           Ist Column.         Ist Column.         Ist Column.         Ist Column.           Rate.         Amount.         Rate.         Amount.         Rate.           Clearing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | rdeau.              | olumn.               | Amount.                                        | 69      | 6,25(<br>1,20(                              | 12,000 | 32(<br>25(       | 1,890,000                                 | 736,50                           | 459,36  |                           | 627,000            | 3,000                     | 22,50( |       |                |               |                                                           |        |
| Thescription of Work.       Ist Column.       2nd Column.         Placting       2nd Column.       1         Clearing       2nd Column.       1         Clearing       2nd Column.       2nd Column.         Platton of logs across muskegs, average 16 in dep, covered with brush.       400         Platton of logs across muskegs, average 16 in dep, covered with brush.       200         Platton of logs across muskegs, average 16 in dep, covered with brush.       200         Dide powers       2nd Guo.       200         Entile scores restruction.       200       1,350,00         Luose cof grant gee 11h and 18h.       40       200         Loose cof long paul aveil as restration cover       200       200         Luose cof grant gee 11h and 18h.       40       266,00         Luose cof long paul aveil as restration cover       200       210         Dide concurre       273       273       2600         Rath recording concluston       274       2660       2660         Distensor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | l & Fala<br>lar.    | 2nd C                | Rate.                                          | \$ cts. |                                             |        | 80 00<br>0 05    |                                           | 1 50                             |         |                           |                    |                           |        |       |                |               |                                                           |        |
| Description of Work.     Ist Column.     2nd Column.       Placing     2nd Column.     1       Clearing     2nd Column.     2nd Column.       Plattone of log across muskegs, arons unskegs, arons up. I. ft.     3     5     5     5       Plattone of log across muskegs, arons unskegs, arons up. I. ft.     40     9     9     9     9       Reck borrowing (see 19th frause of memo.).     40     9     9     9     9     9       Reck borrowing (see 19th frause of memo.).     40     9     9     9     9     9       Rath erstewation, ordinary (see 17th and 18th do     40     9     9     9     9     9       Rath erstewation, ordinary (see 17th and 18th do     40     9     9     9     9     9       Rath erstewation, ordinary (see 17th and 18th do     9     9     9     9     9       Rath erstewation forge     9     9     9     9     9       Rath erstevestriphyordinary (see 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Macdonald<br>Irregu | luma.                | Amount:                                        | 69      | 6,250                                       | 12,000 | 320,<br>260      | 1,800,000                                 | 736,500                          | 459,360 |                           | 627,000            | 3,000                     | 22,500 | 2,250 | 21,600         | 2,460         | 3,250                                                     | 22.1.2 |
| Description of Work.       Andrews, Jones & Co.         Image: Clearing controls of the control of log controls of the control of log sarrows musikeg, average 16 in do do controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of control controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of controls of c | A. P.               | lst Cc               | Rate.                                          |         |                                             | 80 00  | 80 00<br>0 05    |                                           | 1 50                             |         |                           |                    |                           |        |       | 12 00<br>10 00 | 6 00<br>8     |                                                           |        |
| Description of Work.         Ist Column.         2nd C           Parting         Ist Column.         2nd C           Clearing         Rate.         Andrews, Jones & C           Clearing         Ist Column.         2nd C           Close cutting         B, cls.         S cls.         S cls.           Close cutting         B, cls.         S cls.         S cls.         S cls.           Close cutting         Close cutting         B, cls.         S cls.         S cls.         S cls.           Close cutting         Close cutting         Close cutting         B, cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.         S cls.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Ċ                   | olumn.               | Amount.                                        | 64      | 1,800                                       | 12,000 | 12,000           | 1,350,000<br>766,800                      | 52,000                           | 445,440 | 556,600                   | 95.000             | 3,600                     | 20,000 | 2,400 | 22,500         | 3,280         | 21,300                                                    |        |
| Description of Work.     Ist C       Ilearing     Ilearing       Clearing     Ilearing       Close cutting     In the second with brush.       Solid rock excavations line cuttings     In the second with brush.       Solid rock excavation     In the second with second with brush.       Between the 241st and 273rd miles.     In the second with as second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second with second                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | ones & Co           | 2nd Co               |                                                | S cts.  | 30 00<br>80 00                              | 00 08  | 3,000 00<br>0 07 |                                           |                                  |         |                           |                    |                           | 16 00  | 16 00 | 8 00           | _00<br>8<br>8 | 3 20<br>3 20<br>8 8                                       |        |
| Description of Work.     Ist C       Ilearing     Ilearing       Clearing     Ilearing       Close cutting.     Ilearing       Solid rock excavations     Ilearing       Solid rock excavation     Ilearing       Between the 241 at a sectoration (see 200 the old old old old old old old old old old                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Andrews, J          | luma.                | Amount.                                        | 69      |                                             |        |                  |                                           |                                  |         |                           |                    |                           |        |       |                |               |                                                           |        |
| Description of Work.         Clearing       pr. acre.         Clearing       do         Grubbing       grubbing       do         Solid rock excarations-line cuttings       pr. 1, ft.         Solid rock excarations-line cuttings       pr. 1, ft.         Solid rock excarations ordinary (see 17th and 18th do       do         Loose rock excaration, ordinary (see 17th and 18th do       do         Earth excavation, ordinary (see 17th and 18th do       do         Earth excavation, ordinary (see 17th and 18th do       do         Clauses of procification)       when haul exceeds         Batth excavation, ordinary (see 17th and 18th do       do         Clauses of procification)       when haul exceeds         Dote clauses of procification       do         Batth excavation outling and 273rd miles       do         Oth clause of memo.), when haul exceeds       do         Dote clauses of read 273rd miles       do         Between the 241st and 273rd miles       do <tr< td=""><td>1</td><td>let Co</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1                   | let Co               |                                                |         |                                             |        |                  |                                           |                                  |         |                           |                    |                           |        |       |                |               |                                                           |        |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                     | Description of Work. | a Panima A Anna A Anna Anna Anna Anna Anna Ann | ·       | Close cuttingdo<br>Grubbingdo<br>Grubbingdo |        | Fencing          | Rock borrowing (see 19th clause of memo.) | ion, ordinary (see 17th and 18th |         | the 241st and 273rd miles | 293rd and 295th do | s, outside railway limits |        | do    |                |               | Verio-work in abutments and piers of bridges d<br>Rip-tap |        |

Sessional Papers (No. 164.)

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|                                                       | 7,000                              | 2,385      | 10 700   | 2,800         | 2,100   | 15 600           | 13,500        | 3,875         | 10   |                          | 9.240                 | 1001            | 10,300                       | 4,000         | 53,760          | 13 200                                        | 91,000      | 98.000  | 1,000                         | 4 183 740 | at the ft |  | <br> | <br> | , | <br> | - |
|-------------------------------------------------------|------------------------------------|------------|----------|---------------|---------|------------------|---------------|---------------|------|--------------------------|-----------------------|-----------------|------------------------------|---------------|-----------------|-----------------------------------------------|-------------|---------|-------------------------------|-----------|-----------|--|------|------|---|------|---|
|                                                       | 0 50                               |            | 0 45     |               |         |                  |               |               | 0 25 |                          |                       |                 |                              | 0 101         | 0 32            | 00 6                                          | 300 002     | 0 40    |                               |           | _         |  |      |      |   |      |   |
|                                                       | 7,000                              |            |          |               | 2,100   |                  | 13,500        |               |      | 000                      | 2                     |                 | 10,300                       | 4,000         | 50,400          | 12 600                                        | 1000        | 85.750  | 1,000                         | 4 078 130 |           |  |      |      |   |      |   |
|                                                       | 0 50                               |            |          | 0 35          | 0 35    | 0 30             | 0 25          | 0 25          | 0 25 | 06.0                     |                       |                 |                              | 0             |                 | ¢                                             | <b>1</b> 00 |         | 50                            |           |           |  |      |      |   |      |   |
|                                                       | 5,040                              | 1,908      | 42 600   | 2,400         | 1,800   | 1 800            | 8,100         | 2,325         | 45   | 1002                     | 1.680                 | 80              | 10,300                       | 4,000         | 42,000          | 008.07                                        | 92,400      | 110.250 | 1,200                         | 3.915.942 |           |  |      |      |   |      |   |
|                                                       | 036                                |            | 0 38     |               |         |                  | 0 15          |               | 0 15 |                          | 30 00                 | 40 00           |                              | 0 10          |                 | - 00<br>8                                     | 300 005     | 0 45    | 60 09                         |           |           |  |      |      |   |      |   |
|                                                       |                                    |            |          |               |         |                  |               |               |      |                          |                       | -               |                              |               |                 |                                               |             |         |                               |           |           |  |      |      |   |      |   |
| <b>.</b>                                              |                                    |            | _        |               | _       |                  | ·····         |               |      | -                        |                       |                 |                              |               |                 |                                               |             | _       | _                             |           |           |  |      |      |   |      |   |
| Square Timber in trestle-work, culverts, bridges, §c. | 16 iuches by 12 inches, white pine | do 9 do do | do 12 do | do 9 do do do |         | do 8 do do do do | do 6 do do do | do 4 do do do |      | nch flatted timber do do | Pine or tamarac plank | Hardwood plank. | bolts, spikes, straps, &c. p | Cast iron. do | [Ties. per tie. | Uarriage of rails and fastenings-average haul | T'r9        | -       | Points and crossings per set. | Total     |           |  |      |      |   |      |   |
|                                                       | do                                 | qo         |          | op            | op<br>q | 9 e              | qo            | op<br>I       | 8,   |                          | Ft. B.M.              | qo              | Lbs.                         | ę;            |                 | Tons.                                         | Miles.      | C. yds. | Sets.                         |           |           |  |      |      |   |      |   |
|                                                       | 14,000                             | 5,300      | 142.000  | 8,000         | 6,000   | 52.000           | 54,000        | 15,500        | 008  | 2,000                    | 56,000                | 2,000           | 103,000                      | 40,000        |                 | 6,800                                         | 04          | 245,000 | 20                            |           |           |  |      |      |   |      |   |

APPENDIX No. 42-Continued.-Tender for Works on Canadian Pacific Railway-Bagle River to Keewatin, 67 miles---Schedule of Quantities and Prices.

|                                                                                                                                   | Fra      | Fraser, Grant & Pitblado.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | & Pithls                                                                                                                                                                                                                                                                                                                                                            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|                                                                                                                                   | • 4      | 5,200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                     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| aserrou pipes, o II. diameter Jibiue, 1 III. Luick,<br>Iaid in concrete                                                           | 20 00    | 3,300                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                    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|                                                                                                                                   | Clearing | R<br>read with brush prage 16 in do<br>ogs across mukegs, average 16 in do<br>ered with brush prage 16 in do<br>ered with brush of memo.) pr. c. y.<br>ag (see 19th clause of memo.) do<br>ing (see 19th clause of memo.) do<br>are to the second second the second<br>f specification) when haul exceeds<br>is of memo.), when haul exceeds<br>a outside railway limits do<br>273rd and 286th do do<br>273rd and 286th do do<br>273rd and 286th do do<br>a outside railway limits do<br>a outside railway limits | Rate.         A           75 00         75 00           75 00         75 00           75 00         333           0 31         1,450 00           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 85         0           1 8         0           1 1 8         0           1 1 2         0           1 1 2         0           1 1 2         0           1 1 2         0           1 1 2         0           1 1 2         0           1 1 2         0           1 2         0           1 3         0           1 4         0           1 5         0           1 1 0         0           1 1 0         0           1 1 0         0           1 0 | Rate.         Amount.         Rate.           \$ cts.         \$ cts.         \$ cts. $35 \ 00$ $1,050$ $1,050$ $75 \ 00$ $1,050$ $1,050$ $75 \ 00$ $1,250$ $1,050$ $75 \ 00$ $1,250$ $1,260$ $75 \ 00$ $5,800$ $5,800$ $12 \ 300$ $2300$ $5,800$ $037 \ 48,750$ $882,600$ $134,750$ $037 \ 48,750$ $134,750$ $134,750$ $037 \ 48,750$ $134,750$ $132,750$ $037 \ 48,750$ $134,750$ $132,750$ $031 \ 431,520$ $031,920$ $000$ $033 \ 900$ $030 \ 1,920$ $000$ $000 \ 33 \ 900$ $0,920$ $000$ $000 \ 30,600$ $0,900$ $000$ $12 \ 00$ $1,800$ $1,230$ $000 \ 3,900$ $2,300$ $2,300$ $000 \ 3,900$ $2,300$ $2,300$ $000 \ 1,2300$ $2,300$ $2,300$ | Rate.Amount.Rate. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $1,450$ 00 $1,665,000$ $1,3250$ $134,750$ $0$ 31 $431,520$ $0.33$ $82,600$ $0$ 33 $82,600$ $0.5,000$ $0$ 36 $0.3600$ $0.5,000$ $0$ 20 $0.3600$ $0.5,000$ $12$ 00 $1,800$ $1,800$ $12$ 00 $1,200$ $0.5,000$ $12$ 00 $1,200$ $1,200$ $12$ 00 $2,300$ $2,000$ $2,300$ | Rate.         Amount.         Rate.         Amount.         Rate.         Amount.         Rate. $3 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ $5 \text{ cts.}$ | Rate.Amount.Rate.Amount.\$ cts.\$ cts.\$ cts.\$ cts.\$ $(200)$ 25 001,0501,05020 005,00025 001,0501,050009,00025 001,050009,000750025 001,050001,7500026 005,800009,0001,450 005,800009,0001 851,665,000009,0000 7548,75001,8000 31431,5200331 431,520033459,3600 37134,7500350 37134,750035134,750035146,3000 37134,75003512 001,80003512 001,92001612 001,80003512 001,900160012 001,900035500000360000160000012 001,9000160012 001,9000160012 001,9000160012 001,9000160012 0010010012 0010010012 0010001412 00 <t< td=""><td>Rate.Amount.Rate.Amount.Rate.Amount.Rate.<math>\\$</math> cts.<math>\\$</math> cts.<math>1,450</math> 00<math>1,950</math><math>00</math><math>1,750</math><math>00</math><math>0,000</math><math>2,000</math><math>0</math><math>1,875</math><math>00</math><math>1,8750</math><math>00</math><math>0,000</math><math>1</math><math>2</math> 00<math>134,750</math><math>00</math><math>0.330</math><math>0.50,000</math><math>0</math><math>0</math> 33<math>459,360</math><math>0</math><math>0</math><math>0.60,000</math><math>0</math><math>0</math> 31<math>431,520</math><math>0</math><math>0</math><math>38</math><math>146,300</math><math>0</math> 35<math>134,750</math><math>0</math><math>0</math><math>0</math><math>0.60,000</math><math>0</math> 36<math>0.60,00</math><math>0</math><math>0</math><math>0</math><math>0</math><math>0</math> 31<math>431,520</math><math>0</math><math>0</math><math>0</math><math>0</math> 31<math>431,520</math><math>0</math><math>0</math><math>0</math><math>0</math> 31<math>431,520</math><math>0</math><math>0</math><math>0</math><math>0</math> 32<math>0</math><math>0</math><math>0</math><math>0</math><math>0</math><math>0</math> 31<math>0</math><math>0</math><math>0</math><math>0</math><math>0</math><math>0</math> 31<math>0</math><math>0</math><math>0</math><math>0</math><math>0</math><math>0</math> 32<math>0</math><math>0</math><math>0</math><math>0</math><math>0</math><math>0</math> 33</td></t<> | Rate.Amount.Rate.Amount.Rate.Amount.Rate. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $\$$ cts. $1,450$ 00 $1,950$ $00$ $1,750$ $00$ $0,000$ $2,000$ $0$ $1,875$ $00$ $1,8750$ $00$ $0,000$ $1$ $2$ 00 $134,750$ $00$ $0.330$ $0.50,000$ $0$ $0$ 33 $459,360$ $0$ $0$ $0.60,000$ $0$ $0$ 31 $431,520$ $0$ $0$ $38$ $146,300$ $0$ 35 $134,750$ $0$ $0$ $0$ $0.60,000$ $0$ 36 $0.60,00$ $0$ $0$ $0$ $0$ $0$ 31 $431,520$ $0$ $0$ $0$ $0$ 31 $431,520$ $0$ $0$ $0$ $0$ 31 $431,520$ $0$ $0$ $0$ $0$ 32 $0$ $0$ $0$ $0$ $0$ $0$ 31 $0$ $0$ $0$ $0$ $0$ $0$ 31 $0$ $0$ $0$ $0$ $0$ $0$ 32 $0$ $0$ $0$ $0$ $0$ $0$ 33 |

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Sessional Papers (No. 164.)

A. 1879

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| 8,000<br>10,640                                                                                                  | 6,580<br>2,599<br>2,491<br>2,491<br>1,260<br>1,2635<br>2,520<br>2,520<br>2,520<br>13,990<br>58,800<br>58,800<br>58,800<br>58,800<br>58,800<br>58,800<br>58,730<br>13,130<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>58,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,730<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,700<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,7000<br>57,70000<br>57,70000<br>57,70000<br>57,70000<br>57,70000000<br>57,70000000000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 4,000 00<br>0 38                                                                                                 | 200<br>200<br>200<br>200<br>200<br>200<br>200<br>200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8,000<br>9,800                                                                                                   | 6,300<br>6,300<br>2,385<br>2,385<br>2,386<br>1,1840<br>1,1840<br>1,1840<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,320<br>1,180<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325<br>2,325                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4,000 00 00 35                                                                                                   | 0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                                                                                  | 7,840       2,935       600       6,800       2,800       1,800       2,800       2,800       2,800       2,330       3,300       3,600       3,600       3,600       10,300       3,600       17,500       17,500       17,500       3,364,274                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                                                                                                                  | 7,840<br>2,915<br>2,915<br>600<br>1,2800<br>9,800<br>9,800<br>9,800<br>2,325<br>2,326<br>2,326<br>2,320<br>2,240<br>2,320<br>2,320<br>2,320<br>2,320<br>2,320<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,000<br>1,0000<br>1,0000<br>1,0000<br>1,0000<br>1,00000000 |
| 8,000<br>8,400                                                                                                   | <b>4</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4,000 00                                                                                                         | 56         0         55           55         0         55           56         0         56           56         0         56           56         0         16           56         0         16           56         0         16           56         0         16           57         0         15           56         0         16           57         0         15           50         0         0           50         0         0           50         0         0           50         0         0           50         0         0           50         0         0           50         0         0           50         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Spans. Bridge superstructure, timber, 100 ft. in clear pr. span. 4,000<br>L. feet. Piles driven, 12 in. by 12 in | 16       do       10       do       650         16       do       10       do       650         16       do       10       do       650         16       do       12       do       0       650         13       do       12       do       do       0       0         12       do       12       do       do       0       0       0         12       do       6       do       do       do       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Bridge super<br>Piles driven<br>Sanare 7,                                                                        | Poirtas Ballic Construction 11 11 11 11 11 11 11 11 11 11 11 11 11                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                                                                                  | do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>d                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 28,000                                                                                                           | $\begin{smallmatrix} 14,000\\ 14,000\\ 5,300\\ 5,3000\\ 5,1,2000\\ 5,1,2000\\ 5,1,2000\\ 5,1,2000\\ 5,1,2000\\ 5,1,2000\\ 5,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3,000\\ 10,3$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |

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| Co. Wardrop & Ross. | 2nd Column. 1st Column. 2nd Column. | Amount. Rate. Amount. Rate. Amount | cts. \$ cts. \$ cts. \$ | 7,150 15 00<br>1,155 15 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 13,200 100                                      | 7,920 1,000 00 4, | 0 03<br>2 50 2, | 71,500 0 60 39,000 | 431 590 0 28 390 760 |                                              | 594 550 0 30 379.500           | 161,700 0 30 115,500    | 93,750 0 30 75,000   | 53   53 950   0.20 2.400 0.51 1.440 0.51 1.540 0.51 1.540 0.51 0.51 1.540 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.5 |                                                             |                                        | 00 1,650 20 00 3,000 | 37.400 6 00        | 3,157 3 00 1,230 | 1,760 7 00 | 4 00                                               | 15,620 3                   | - |
|---------------------|-------------------------------------|------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-------------------|-----------------|--------------------|----------------------|----------------------------------------------|--------------------------------|-------------------------|----------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|----------------------------------------|----------------------|--------------------|------------------|------------|----------------------------------------------------|----------------------------|---|
| James Goodwin & Co. | Column. 2nd                         | Amount. 'Rate.                     | 6 <del>9</del>          | <b>6,500</b> 28 60<br><b>1,050</b> 38 50<br><b>38 50</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 12,000 88                                       | 6,000 1,980       | ) eq ,          | 55,900 I           | 28 389.760 0.31      | <br>                                         |                                | 142,450 0               | 82,5001 0<br>9 600 0 | 00                                                                                                               | <u>г</u>                                                    |                                        | 00 32,400 11 0       | 34,000 11          | 2,870 7          | 1,600 8    | 00 5,200 4 4                                       | 14,200 2                   |   |
|                     | Description of Work.                | Rate                               | \$ cts.                 | ng numeration of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the first of the firs | Platform of logs across muskegs, average 16 in. | do 1,500          | pr. c. yd. 2    |                    | do   0               | <br>20th clause of memo.), when haul exceeds | the 241st and 273rd miles do 0 | 273rd and 289th do do 0 |                      | pr. l. ft.                                                                                                       | throngh rock, 8 ft. diameter (2 do 11<br>lineal foot) do 11 | nels, through rock, 6 ft. diameter, (1 | 4   18 0             | <b>BODPY</b> do 10 | 2                | 8 q0 8     | Urib-work in abutments and piers of bridges do 4 ( | liameter inaide 1 in thick |   |
|                     | Quantities.                         |                                    |                         | 30 A cres. 0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 99                                              | _                 | C. yds.         | 65,000 do          | 1, 392,000 do 1      | <br>                                         |                                | 385,000 do              |                      | L. feet.                                                                                                         | op                                                          | 150 do 8                               | C. vds.              | do                 | op,              | ор.        | 7,100 do                                           | L. feet.                   |   |

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|                                                                                           |                                                   | - 0                                  |                |               |                    |            |       | _       | _       | _      | _           | _              | _             | _                  |                         |                                             |                   |                                      |                                       |               |            | _         |             |
|-------------------------------------------------------------------------------------------|---------------------------------------------------|--------------------------------------|----------------|---------------|--------------------|------------|-------|---------|---------|--------|-------------|----------------|---------------|--------------------|-------------------------|---------------------------------------------|-------------------|--------------------------------------|---------------------------------------|---------------|------------|-----------|-------------|
|                                                                                           |                                                   |                                      | • 11 1         | <b>u</b> nj   |                    |            |       |         |         | əp     | pı          | 3.             | 1 u           | 190                | J                       | əd                                          | 1                 |                                      |                                       |               |            |           | 4,652,197   |
| 8,000                                                                                     |                                                   | 7,000                                |                | 600           | 42,600             | 2,400      |       |         | 6,480   | 1,550  | 36          |                | 200           | ,680               |                         |                                             |                   |                                      |                                       | 24,500        | -          |           |             |
| 8,000<br>11,200                                                                           |                                                   | 2000                                 | 192            | 600<br>600    | 42,600             | 2,400      | 1,200 | 9.360   | 6,480   | 1,550  | 36          | 160            | 206           | 1,68(              | 60                      | 8,24(                                       | 2,800             | 42,000                               | 12.92(                                | 24.50(        | 85,750     | 400       | 4, 347, 847 |
| 4,000 00<br>0 40                                                                          |                                                   |                                      |                | 0 20          |                    |            | > c   | 0       | 0       | 0      | •           | 0              | •             | 30                 | 30                      |                                             |                   | 0 25                                 | 1 90                                  |               |            | 20 00     |             |
| 9,680<br>12,320                                                                           |                                                   | 10,010                               | 1,105<br>3 408 | , 100<br>(099 | 65,320             | 3,440      | 3574  | 13,780  | 13,770  | 3,410  | 66          | 280            | 500           | 2,464              | 110                     | 16,995                                      | 5,400             | 73,920                               | 20,536                                | 23,100        | 107,800    | 1,100     | 4,716,606   |
| 4,840 00<br>0 44                                                                          | ,                                                 | 112 0                                | 0 00 0         | 0 55          | 0 46               | 0 43       | 0 273 | 0 261   | 0 253   | 0 22   | 0 22        | 0 14           | 0 25          | 44 00 1            | 22 00 i                 | 0 163                                       | $0 13\frac{1}{2}$ | 0 44                                 | 3 02 [                                | 330 00        | 0 44       | 55 00     |             |
| 8,800 4<br>11,200                                                                         |                                                   | 9,100<br>1,050                       | 3,180          | 600           | 56,800             | 3,120      | 325   | 12,480  | 12,420  | 3,100  | 60          | 240            | 440           | 2,240              | 100,                    | 12,360                                      | 3,600             | 58,800                               | 18,700                                | 19,600        | 93,100     | 1,000     | 4,313,135   |
| 4,400 00                                                                                  |                                                   | 0 65                                 |                | 0 20          |                    |            |       | 0 24    |         |        |             |                |               |                    |                         |                                             |                   |                                      | 2 75                                  |               |            |           |             |
| Bridge superstructure, timber, 100 ft. in clear per span<br>Piles driven, 12 in. by 12 in | s Timber in trestle-work, culverts, bridges, f.c. | by 12 inches, white pine<br>10 do do | do do          | 12 do do      | 9 do do or tamarac | . <b>9</b> | do do | do do   | do do   | qo     | u0 00       | Himbor do do   | surves, uv dv | ас ринца ре<br>рак | including balta and bar | 1, Including volus, spikes, straps, &cc. pe |                   | of rails and fastenings-average haul |                                       |               | ٠          | crossing3 | Total       |
| Bridge Bridge Ar                                                                          | Square Ti                                         | 16 inches<br>16 do                   | 16 do          | 14 do         | 112 do             | 12 do      | 12 do | 00<br>6 | 8 00 00 |        | 9<br>9<br>9 | R inch flattar | Dine or       | Hardwood nie       | W                       | Cast iron                                   | Trion             | Carriage of                          | 190                                   | I FACK-IAJING | ballasting | POIL 13 A |             |
| 2 Spans.                                                                                  |                                                   | op                                   | qo             | 0 q0          | 3 6                | e op       | е.    | 8-      |         |        |             |                | Pt R M        |                    |                         |                                             |                   | Tons.                                | , with                                |               | ~          | Dets.     |             |
| 28,000                                                                                    |                                                   | 14,000                               | 5,300          | 1,200         | 8,000              | 6,000      | 1,300 | 52,000  | 15,000  | 000 61 | 000 6       | 2,000          | 56,000        | 2,000              | 103 000                 | 40,000                                      |                   | 6,800                                | i i i i i i i i i i i i i i i i i i i | 010 210       | 240,000    | 70        |             |

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| Description of Work.     Ist C       Ist C     Ist C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | lamee & Co.                           | 2nd Column.                                         | Rate.                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 50 00<br>60 00<br>100 00                                                                                                                                                                                                                                                 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |   |
| Platform of Nork.<br>Clearing Description of Work.<br>Clearing Clobe cutting across muskegs, average<br>deep, covered with brush                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | F. B. Mel                             | lst Column.                                         |                                                         | cts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 888                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 1                                                  | 15<br>00 1,800,<br>00 852,                             | 0<br>8                                      |                                                                                                            | 40                                             | 33                                          | 50                                                       |                                                 | 3                 | 80                                                                                                              | 000                                                                         | 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 5 |
| L. feet.<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                       | Description of Work.                                |                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Clearing<br>Close cutting<br>Grubbing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Platform of logs across 1<br>deep, covered with br | Rock borrowing (see 19th                               | LOOSe TOCK excevation                       | orrowing-special rates, to cover<br>ag haul as well as excavation (see<br>of memo.), when haul exceeds one | reen the 241st and 273rd miles                 | 293rd and 295th do                          | Uff-take ditches, outside railway limits                 | Stream tunnels, through rock, 8 ft. diameter (2 | 6 ft. diameter (1 | Bridge masonry                                                                                                  |                                                                             | ients and piers of bridges                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 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Sessional Papers (No. 164.)

**A.** 1879

| 6,00 <b>0</b><br>11,200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | $\begin{array}{c} 7,000\\ 7,000\\ 850\\ 2,656\\ 2,650\\ 2,650\\ 2,600\\ 2,400\\ 1,500\\ 2,720\\ 2,720\\ 2,720\\ 2,720\\ 2,400\\ 2,720\\ 2,400\\ 2,1000\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,200\\ 2,1,$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 6,000<br>11,200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 7,000<br>8500<br>8500<br>2,650<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,300<br>1,300<br>1,300<br>2,100<br>2,100<br>2,000<br>88,000<br>2,000<br>2,000<br>1,587,06                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 12,000<br>8,400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4,200<br>1,476<br>1,431<br>1,431<br>1,431<br>1,760<br>1,760<br>1,760<br>1,760<br>1,240<br>1,120<br>1,120<br>1,240<br>1,120<br>1,120<br>1,120<br>1,120<br>1,120<br>1,120<br>1,120<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,5000<br>1,500<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,50    |
| 6,000 00<br>0 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 40         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23         23 <th23< th="">         23         23         23<!--</td--></th23<>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 12,000<br>8,400                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 4,200<br>1,240<br>1,760<br>1,760<br>1,760<br>1,760<br>1,760<br>1,240<br>1,240<br>1,1120<br>1,240<br>1,120<br>1,240<br>1,120<br>2,400<br>1,120<br>2,400<br>1,120<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,500<br>1,240<br>1,240<br>1,500<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,240<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540<br>1,540 |
| span.   6,000 00<br>1. ft.   0 30                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300         300                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Spans. Bridge superstructure, timber, 100 ft. in clearpr. span.<br>L. feet. Piles driven, 12 in. by 12 in                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | lé inches by 12 inches, white piue                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se | Fr. Banda do<br>do<br>do<br>do<br>do<br>Lbs.<br>Lbs.<br>Lbs.<br>Lbs.<br>C. yds.<br>Sets.<br>Sets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 28,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 14,000<br>1,700<br>1,700<br>1,700<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>1,2000<br>2,2000<br>2,5000<br>2,5000<br>1,3000<br>1,3000<br>1,3000<br>1,3000<br>1,3000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,50000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000<br>1,5000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 121                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

APPENDIX No. 42-Continued.-Tender for Works on Canadian Pacific Railway-Eagle River to Keewalin, 67 miles-Schedule of Quantities and Prices-Continued.

| I & Co.         Loss & McRae.           Jumn.         lst Column.         Loss & McRae.           Jumn.         lst Column.         Loss & McRae.           Amount.         Rate.         Amount.         Rate.         Amount. $3$ $5$ cts. $5$ sts. $5$ sts. $5$ cts. $5$ sts. $2nd$ Colum. $3$ $5$ cts. $5$ cts. $5$ sts. $5$ cts. $5$ sts. $5$ cts. $5$ sts. $5$ cts. $1,300$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $10,000$ $11,000$ $10,000$ $11,000$ $10,000$ $11,000$ $10,000$ $10,000$ $10,000$ $10,000$ <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th></th> <th>_</th> <th></th> <th></th> <th></th> <th>_</th> <th></th> <th></th> <th></th> <th>_</th>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |            |                      |         |           |        |          |            |                  |                      |                    |                |                                                       |                                                      |                               |                    |                                              |          | _      |                                    |                                             |                    | _     |       |                                |                                                      | _                |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|------------|----------------------|---------|-----------|--------|----------|------------|------------------|----------------------|--------------------|----------------|-------------------------------------------------------|------------------------------------------------------|-------------------------------|--------------------|----------------------------------------------|----------|--------|------------------------------------|---------------------------------------------|--------------------|-------|-------|--------------------------------|------------------------------------------------------|------------------|
| Approximate<br>Quantities.         Description of Work.         Fergueon, Symmes, Mitchell & Co.         Loss & Mo.           Approximate<br>Quantities.         Description of Work.         Ist Column.         Ist Column.         Ist Column.         Ist Column.         Ist Column.           250         Acres         Olsse cutific.         Ist Column.                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |            | olumn.               | Amount. | 69        | 10,000 | 15,000   | 3 200      | 1,750            | 2,250,000            | 97,500             | 487 200        |                                                       |                                                      | 569.250                       | 154,000            | 100,000                                      | 4,200    | 000 4  | 1 (, 500)                          | 1,350                                       | 39,600             | 1.640 | 2,000 | 6,500                          | 14,200                                               | 3,300            |
| Approximate<br>Quantities.         Description of Work.         Tergueon, Symmes, Mitchell & Co.           Approximate<br>Quantities.         Description of Work.         Tergueon, Symmes, Mitchell & Co.           Approximate<br>Quantities.         Description of Work.         Ist Column.         Ist Column.         Ist Column.           State<br>Approximate<br>Quantities.         Description of Work.         Ist Column.         Ist Column.         Ist Column.         Ist Column.           State<br>Approximate<br>Dispective<br>Dispective<br>Column Crypts         Column Crypts         State<br>State         Amount.         Rate.         Amount.         Rate.         Amount.         Rate.         Amount.           State<br>Acres         Column Crypts         State<br>Crypts                                                                                                                                                                                                                                                                                                                            |         | McRae.     | 2nd C                | Rate.   |           | 40 00  | 100 00   |            |                  |                      | 1 50               |                |                                                       |                                                      |                               |                    |                                              |          |        |                                    |                                             |                    |       |       |                                |                                                      |                  |
| Approximate<br>Quantities.         Description of Work.         Tergueon, Symmes, Mitchell & Co.           Approximate<br>Quantities.         Description of Work.         Ist Column.         2nd Golumn.           Approximate<br>Quantities.         Description of Work. $1st Column.$ 2nd Golumn.           State         Amount.         Rate.         Amount.         Rate.         Amount.           State $1st Column.$ $2nd Golumn.$ $2st do Olumn.$ $2st do Olumn.$ $2st do Olumn.$ State $1st Column.$ $2st do Olumn.$ $1st Column.$ $2st do Olumn.$ $1st Olumn.$ State $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ State $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ State $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ State $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ $1st Olumn.$ State $1st Olumn.$ $1st Olumn.$ $1st Olumn.$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |         | Loss &     | oluma.               | Amount. | -<br>     | 10,000 | 15,000   | 3.2001     | 1,500            | 2,025,000<br>745,500 | 97,500             | 417.600        |                                                       |                                                      | 506,000                       | 154,000            | 87,500                                       | 3,000    | 000 31 | 10,000                             | 1,200                                       | 30,000             | 1,640 | 2,000 | 5,200                          | 14,200                                               | 3,300            |
| Approximate<br>Quantities.         Description of Work.         Description of Work.         Terguton, Symmes, Mitchell           250         Acres.         Ist Column.         2nd Col           2500         Col         1744         4,550           995,000         Cristing         4,356         00         17,44           995,000         Cristing         4,356         00         17,44           1,393,000         Go         2risting         4,73,290         0           1,393,000         Go         2risting         1,800         0         160           1,393,000         Go         2risting         1,910         160         160         160           1,393,000         Go         2risting         1,920         160         17,120         160 <tr< td=""><td></td><td></td><td>lst Co</td><td>Rate.</td><td>69</td><td>40</td><td>100</td><td>800</td><td></td><td></td><td>1 50</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr<>                                                                                                                                                                                                                                                                                                                                                                                                                                      |         |            | lst Co               | Rate.   | 69        | 40     | 100      | 800        |                  |                      | 1 50               |                |                                                       |                                                      |                               |                    |                                              |          |        |                                    |                                             |                    |       |       |                                |                                                      |                  |
| Approximate<br>Quantities.         Description of Work.         Fergueon, Symmes, M           250         Acres.         Description of Work.         1st Column.           250         Acres.         Gleaning                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         | 11 & Co.   | oluma.               | Amount. | -         | 6,562  | 24,450   | 18.300     | 350              | 2,034,000<br>915,900 | 74,750             | 501.120        |                                                       |                                                      | 581,900                       | 157,850            | 100,000                                      | 2,544    | 03 7EO | 001 67                             | 1,575                                       | 35.700             | 3,485 | 1,680 | 6,825                          | 01262                                                | 16,500           |
| Approximate<br>Quantities.         Description of Work.           250         Acres.         Description of Work.           250         Acres.         Close outling.           30         do         Flatform of logs across muskegs, arenge 16in.           4         Good Close outling.         Prover and the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the cont | noneran | s, Mitchel | 2nd C                | Rute.   | ♣ cts.    |        |          | 4.575 00   | 0 01             |                      |                    |                |                                                       |                                                      |                               |                    |                                              |          |        |                                    |                                             |                    |       |       |                                |                                                      |                  |
| Approximate<br>Quantities.     Description of Work.       Approximate<br>Quantities.     Description of Work.       250     Acres.       30     do<br>do<br>do<br>for flatform of logs across muskegs, arenge 16in.       5,000     L. feet.       7,000     L. feet.       1,302,000     do<br>do<br>do<br>do<br>for blatg.       1,302,000     Description.       1,302,000     do<br>do<br>do<br>for blatg.       1,302,000     do<br>do<br>do<br>for blatg.       1,302,000     do<br>do<br>do<br>for blatg.       1,302,000     do<br>do<br>do<br>for blatg.       1,302,000     do<br>do<br>do<br>for blath porrowing (see 17th and 18th<br>clause of grant as well as required and<br>28000       1,302,000     do<br>do<br>for flatge.       1,302,000     do<br>do<br>do<br>for flatge.       1,302,000     do<br>do<br>for flatge.       1,302,000     do<br>do<br>do<br>for flatge.       1,302,000     do<br>do<br>do<br>for flatge.       1,302,000     do<br>do<br>do<br>do<br>for flatge.       1,300     do<br>do<br>do<br>for flatge.       1,300     do<br>do<br>do<br>for flatge.       1,300     do<br>for<br>for flatge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0 20011 | on, Symme  | olumn.               | Amount. | <b>\$</b> | 6,250  | 23,250   | 17.424     | 300              | 1,930,000<br>873,300 | 71,500             | 473,280        |                                                       |                                                      | 556,600                       | 150,150            | 95,000                                       | 2,400    | 97 500 | 000 677                            | 1,500                                       | 34.000             | 3,280 | 1,600 | 6,500                          | 000187                                               | 16,500           |
| Approximate<br>Quantities.Description of Wo<br>Description of Wo<br>duantities.250Acres.<br>alboClose euting<br>close euting250Acres.<br>do<br>do<br>do<br>do<br>000000Close euting<br>close protect excavation<br>deep, covered with brush-<br>brushing250000L. feet.<br>feet.<br>browing (see 19th clause<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do330,000L. feet.<br>feet.<br>browing (see 19th clause<br>formon, ordinary (se<br>clause of greeification).<br>Batth excavation<br>Doth clause of greeification).<br>Batth excavation.<br>Batth excavation.1,392,000do<br>albo<br>do<br>201d rock excavation.<br>Batth excavation.1,392,000do<br>albo<br>do<br>do<br>201d rock excavation.1,392,000do<br>albo<br>albo<br>do<br>do<br>do<br>albo1,255,000do<br>albo<br>albo<br>do<br>albo<br>do<br>do<br>brunds, through rock,<br>c. ydt. per lineal ft.)1,255,000do<br>albo<br>do<br>do<br>do<br>do<br>do<br>brunds, through rock,<br>c. ydt. per lineal ft.)1,250do<br>do<br>brunder-draina.1,200do<br>do<br>c. ydt. per lineal ft.)1,200do<br>do<br>brunder-draina.1,200do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>d                                                                                                                                                                                                                                                                                                                                                            |         | Ferguse    | lat Co               | Rate.   | \$ cts.   |        |          | 4,356 00   |                  |                      | 1 10               |                |                                                       |                                                      |                               |                    |                                              |          |        |                                    | 10 00                                       | 10 00              | 8 00  | 8 00  | 5 00                           | 2                                                    | 25 00            |
| Approximate<br>Quantities.         Approximate<br>do<br>150         Acres.           250         Acres.           330         do<br>do<br>4         do<br>do<br>do<br>do<br>1,392,000           1,265,000         do<br>do<br>do<br>do<br>1,250         do<br>do<br>do<br>do<br>do<br>do<br>1,200           1,250         do<br>do<br>do<br>1,200         do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do           1,250         do<br>do<br>do<br>do<br>do<br>do         1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |         |            | Description of Work. |         |           |        |          | with brush |                  |                      | (see 17th and 18th | specification) | oorrowing-special rates,<br>ig haul as well as excave | zuta clause of memo.), when haul exceeds one<br>mile | een the 241st and 273rd miles | 273rd and 289th do | zysru kuu 290un do<br>Antsida railway limita | 1        | 5      | s, through rock, 6 ft. diameter (1 | c. yd. per lineal ft.) do<br>Bridze masonry | Culvert masonry do |       |       | abutments and piers of bridges | Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, | laid in concrete |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |            | Quantities.          |         |           | Acres. | do<br>do | 3          | 900.000 L. feet. | 426,000 do           | 9 <del>.</del> 9   | }              |                                                       |                                                      |                               |                    | 3.6                                          | L. feet. | 00<br> | do                                 | C. vd3.                                     | do                 | ор.   | qo    | e ep                           | L. feet.                                             | -                |

### 42 Victoria.

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### Sessional Papers (No. 164.)

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| 12,000<br>42,600         |                                                       | 17.500                             | 004 1 | 2 076   | 000         | 007 00           | 4.800  | 2.400  | 325      | 10.400 | 10,800 | 2,790 | 54    | 300  | 300      | 3,360    | 200   | 20.600                                                     | 6,000 | 92,400                                       |          | 136,000     | 31,500      | 134,750  | 1,500               | 5,213,544   |
|--------------------------|-------------------------------------------------------|------------------------------------|-------|---------|-------------|------------------|--------|--------|----------|--------|--------|-------|-------|------|----------|----------|-------|------------------------------------------------------------|-------|----------------------------------------------|----------|-------------|-------------|----------|---------------------|-------------|
| 6,000 00<br>1 50         |                                                       | 1 25                               | 1001  | 175     | 0 75        | 04 0             | 0 60   |        |          | 0 20   |        |       |       |      |          |          | -     | 0 20                                                       |       |                                              |          |             |             |          | 15 00               |             |
| 12,000 6,000<br>42,000 1 |                                                       | 17.500                             | 1,700 | 3.976   | 900         | 99.400           | 4,800  | 2,400  | 325      | 10,400 | 10,800 | 2,790 | 54    | 300  | 300      | 3,360    | 200   | 20,600                                                     | 6,000 | 84,000                                       | 000 001  | TAQ'QAN     | 28,000      | 122,500  | 1,200               | 4, 774, 544 |
| 6,000 00<br>1 50         | · — ·                                                 | 1 25                               |       |         |             |                  | 0 60   |        |          |        |        |       |       |      |          |          |       | 0 20                                                       |       |                                              |          |             |             |          | 60 00               |             |
| 7,400<br>13,440          |                                                       | 6,160                              | 748   | 2.226   | 504         | 52.540           | 2,800  | 1,560  | 351      | 13,520 | 14,580 | 3,565 | 69    | 420  | 360      | 1,792    | 64    | 13,390                                                     | 4,400 | 62,160                                       | 000.96   | 100,02      | 22,400      | 105,350  | 420                 | 4,920,2304  |
| 3,700 00<br>0 48         |                                                       | 0 44                               | 0 44  | 0 42    | 0 42        | 0 37             | 0 35   | 0 26   | 0 27     | 0 26   | 0 27   | 0 23  | 0 23  | 0 21 | 0 18     | 32 00    | 32 00 | 0 13                                                       | 0 11  | 0 37                                         |          |             |             | 0 43     |                     |             |
| 7,000<br>12,600          |                                                       | 5,880                              | 714   | 2,120   | 480         | 49,700           | 2,640  | 1,500  | 325      | 13,000 | 13,500 | 3,410 | 99    | 400  | 34C      | 1,680    | 60    | 13,390                                                     | 4,400 | 58,800                                       | 006 26   | 007617      | 21,000      | 100,450  | 400                 | 4,682,639   |
| 3,500 00<br>0 45         |                                                       | 0 42                               | 0 42  |         |             |                  | 0 33   |        |          |        |        |       |       |      |          |          |       |                                                            |       |                                              |          |             |             | 0 41     |                     |             |
| la f                     | Square Timber in trestle-work, culverts, bridges, &c. | inches by 12 inches. white pine pr |       | do 9 do | do 12 do do | do 12 do do orta |        |        |          |        |        |       |       |      |          |          |       | Wrought from, including bolts, spikes, straps, &c. per Ib. |       | [Garriage of rails and fastaning excess how] | 190 mile | rack-lavine | 2011.offine | mirasung | oluus and crossings | Total       |
| Spans<br>L. feet         |                                                       | qo                                 | 2.    | 9-      | 99          | 00               | e e    |        |          | o e    | 3      |       | 3.6   |      |          | ч. р. н. | 1 10  | 108.                                                       | ŝ     | Tong.                                        |          | Miles.      | 0           | C. Yus.  | Ders.               |             |
| 28,000                   | ~~~                                                   | 14,000                             | 1,000 | 0.360   | 1,200       | 142,000          | 000.00 | 1 2000 | 1 000 63 | 54,000 | 15,500 | 300   | 2 000 |      | F 000 94 |          |       | 1000661                                                    |       | 6.800<br>3                                   |          | 22          | 245 000     |          |                     |             |

| 17 miles-                                                                         |                                       |
|-----------------------------------------------------------------------------------|---------------------------------------|
| Keewatin, 6                                                                       |                                       |
| tinuedTender for Works on Canadian Pacific Railway-Eagle River to Keewatin, 67 mi | )                                     |
| Railway-Ea                                                                        | -Continued.                           |
| Pacific                                                                           | d Prices-                             |
| Canadian                                                                          | intities an                           |
| or Works on                                                                       | Schedule of Quantities and Prices-Co. |
| Tender fc                                                                         | Sche                                  |
| -Cont                                                                             |                                       |
| APPENDIX No. 42-                                                                  |                                       |
| AF                                                                                |                                       |

| <u> </u>                                                                                                                                                   | 1                  |                            | ن ا     |         |                                                                                            |                                                                             |                                                                        |                                                                  |                |                      |                                    |                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------|---------|---------|--------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------|------------------------------------------------------------------|----------------|----------------------|------------------------------------|-------------------------------------------------------------------------------------|
| -                                                                                                                                                          | ż                  | 2nd Column.                | Amount  | 60      |                                                                                            |                                                                             | ı <b>t. \$</b> 99 <b>6</b> ,601.                                       | 190 I9                                                           | q 02 1         | p₽¥                  |                                    |                                                                                     |
| 67 mile                                                                                                                                                    | McGreev            | 2nd C                      | Rate.   | \$ cts. |                                                                                            |                                                                             |                                                                        |                                                                  |                |                      | 1,120<br>28,800<br>34,000<br>1,640 | 2,000<br>13,000<br>28,400                                                           |
| ewatin,                                                                                                                                                    | Robert H. McGreevy | umn.                       | Amount. | *       | 10,000<br>1,200<br>26,250                                                                  | 2,160,000<br>852,000<br>52,000                                              | 445,440                                                                | 569,250<br>165,550<br>105,000                                    |                | 15,000               | 28,800<br>34,000                   | 2,000<br>13,000<br>28,400                                                           |
| ar to Ke                                                                                                                                                   | 2                  | lst Column.                | Rate.   | \$ cts. | 40 00<br>40 00<br>175 00                                                                   | 800<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80<br>80 |                                                                        | 0 43                                                             |                |                      | 10 00 v                            |                                                                                     |
| ıgle Kive                                                                                                                                                  |                    | lumn.                      | Amount. | 69      |                                                                                            |                                                                             | per cent.                                                              | 2 PP                                                             | 7              |                      |                                    |                                                                                     |
| way—Es<br>ntinued.                                                                                                                                         | )'Brien.           | 2nd Column.                | Rate.   | \$ cts. |                                                                                            |                                                                             |                                                                        |                                                                  |                |                      |                                    | 1,600<br>3,900<br>7,100                                                             |
| ific Rail<br>ices-Co                                                                                                                                       | Denis O'Brien.     | lumn.                      | Amount. | \$      | 15,000<br>1,800<br>15,000                                                                  | 1,800,600<br>958,500<br>32,500                                              | 487,200                                                                | 695,750<br>192,500                                               | 6,000<br>9,600 | 37,500               | 27,000<br>40,800                   | 3,900                                                                               |
| and Pr                                                                                                                                                     |                    | lst Column                 | Rate.   | S cts.  | 60 00<br>60 00<br>100 00                                                                   | 0 1 2 0 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0                                     |                                                                        | 055<br>050<br>45                                                 | 0 20<br>0 20   | 30 00                | 12 00 00                           |                                                                                     |
| APPENDIX No. 42-Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles-<br>Schedule of Quantities and Prices-Continued. |                    | Description of Work.       |         |         | Clearing pr. acre.<br>Close cutting do<br>Gruthbing of logs across muskegs, average I cin. | deep, covered wild brushammen                                               | 17th and 18th<br>rates, to cover<br>excavation (sec<br>aul exceeds one | Between the 241st and 273rd miles do<br>do 273rd and 289th do do | pr.            | ごご                   | lineal ft.)                        | Contracted and piers of bridges do<br>Contracted and piers of bridges do<br>Rip-rap |
| APPENDIX ]                                                                                                                                                 |                    | Approximate<br>Quantities. |         |         | 250 Acres.<br>30 do<br>150 do<br>do                                                        | 5,000 L. feet.<br>900,000 C. yds.<br>426,000 do                             |                                                                        | 1,265,000 do                                                     | تہ             | 1,250 ° do<br>150 do | <u>.</u> .                         | 200 40<br>200 40<br>1,300 40<br>7,100 40<br>660 L. feet.                            |
|                                                                                                                                                            |                    | -4                         |         |         |                                                                                            | 67°<br>124                                                                  | 1,35                                                                   | 38.5                                                             | 4              |                      |                                    |                                                                                     |

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|                                                                                                                   | Айд 20 рет сепt. \$966,601.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 5,799,606   |
|-------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 22,400                                                                                                            | 4,200           510           510           35,500           1,325           1,326           1,326           1,326           1,326           1,326           1,326           1,326           1,326           1,326           1,306           5,400           1,00           33,500           1,00           33,600           21,000           86,750           200                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 4,833,005   |
| 3,500 00                                                                                                          | $\begin{array}{c} 0 \\ 0 \\ 0 \\ 3 \\ 3 \\ 3 \\ 0 \\ 0 \\ 0 \\ 0 \\$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |             |
|                                                                                                                   | Add 5 per cent.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 5,013,477   |
| 16,000                                                                                                            | $\begin{array}{c} 7,000\\ 860\\ 56,800\\ 56,800\\ 3,200\\ 3,200\\ 3,200\\ 3,200\\ 3,200\\ 3,100\\ 3,100\\ 3,100\\ 50,400\\ 3,100\\ 110,200\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 110,200\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,4000\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\ 50,400\\$                                                                                                                                                                                                                                                                                                                                                                                                                             | 4, 774, 740 |
|                                                                                                                   | 0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| Spans. Bridge superstructure, timber, 100 fr. in clearpr.span. 8,000 00<br>L. feet. Piles driver, 12 in. by 12 in | Is inches by 12 inches, white pinepr. I. ft.<br>16 do 10 do do do do do<br>112 do 12 do do or tamarac do<br>12 do 9 do do or tamarac do<br>13 do 9 do do do do do<br>12 do 8 do do do do do<br>9 do 4 do do do do<br>9 do 4 do do do do<br>9 do 4 do do do do<br>12 do 6 do do do do<br>9 do 6 do do do do do<br>9 do 6 do do do do<br>18 do e do do do do<br>9 do e do do do do<br>18 do e do do do do<br>19 do e do do do do<br>10 marac pr. M.<br>10 miles                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Total       |
|                                                                                                                   | $ \begin{array}{c} \begin{array}{c} \begin{array}{c} d \\ d \\ d \\ d \\ d \\ d \\ d \\ d \\ d \\ d $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |             |
| 28,000                                                                                                            | 0004<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006<br>0006 |             |

|                       |                |                                                        | H         | H <b>u</b> nter, Murray <b>&amp;</b> Booth. | tay & Boo | th.         | Hurl    | Hurlbert, Crennell & Campbell. | iell & Ca     | mpbell.     |
|-----------------------|----------------|--------------------------------------------------------|-----------|---------------------------------------------|-----------|-------------|---------|--------------------------------|---------------|-------------|
| Quan                  | Quantities.    | Description of Work.                                   | lst C     | lst Column.                                 | 2nd (     | 2nd Column. | lst C   | lst Column.                    | 2nd C         | 2nd Column. |
|                       |                |                                                        | Rate.     | Amount.                                     | Rate.     | Amount.     | Rate.   | Amount.                        | Rate.         | Amount.     |
|                       |                |                                                        | \$ cts.   | 64                                          | \$ cts.   | 69          | \$ ct8. |                                | <b>5</b> cts. | 69          |
| 250                   | 4              | Clearing                                               | 30        | 7.500                                       |           |             |         |                                |               |             |
| 30                    |                | · · · · · · · · · · · · · · · · · · ·                  | 20 00     |                                             | _         |             |         |                                | 25 00.        | 1,200       |
| 100                   | 99             | Platform of love serves muchows are 16:                | 80 00     | -                                           | [2,000]   |             |         |                                | 80 00         | 12,000      |
| •                     |                | deep, covered with brush                               | 1 200 00  | A BOO                                       |           |             |         |                                |               |             |
| 5,000                 |                |                                                        | t. 0 20   | 000                                         |           |             |         |                                | 1,000 00      | 4,000       |
|                       | <u>.</u>       | Solid rock excavation-line cu                          | _         | 2,205,000                                   |           |             |         |                                |               | 1.800 000   |
| 000'92 <b>8</b><br>26 | 9 <del>2</del> | Kock borrowing (see 10th clause of memo.) do           | 2 00      | 852,000                                     |           |             |         |                                | 3 00          | 852.000     |
| 1.392,000             |                | LOOSE FOCK EXCAVATION                                  | 1 00      | 65,000                                      |           |             |         |                                |               | 78,000      |
| 000 (# 20 (*          | 3              | สานายายายายายา                                         | 0 32      | 187 900                                     |           |             |         |                                |               |             |
|                       | _              | borrowing-special rates, to cover                      |           |                                             |           |             |         |                                | 0 20          | 696,000     |
|                       |                | cost of long haul as well as excavation (see           |           |                                             |           |             |         |                                |               |             |
|                       |                | 20th clause of memo.); when haul exceeds               |           |                                             | _         |             |         |                                |               |             |
| 1,265,000             | do             | Between the 241st and 273rd miles                      |           | 639 600                                     |           |             |         |                                |               |             |
| 385,000               |                | do                                                     | 0 201     | 197.500                                     |           |             |         |                                |               | 1,048,750   |
| 250,000               |                |                                                        |           | 125,000                                     |           |             |         |                                | 0 20          | 125,000     |
| 12,000                |                | Ulf-take ditches, outside railway limits               | 0 60      | 7,200                                       | 7,200     |             |         |                                | 030           | 6.000       |
| 1.250                 | i              | Stream furnels through node 2 ft dismotor /0           | ~ -       | 7,200                                       |           |             |         |                                | 0 50          | 2,400       |
|                       |                | c. Fds. per lineal ft.)                                | 30.00     | 37 600                                      |           |             |         |                                |               |             |
| 150                   | qo             | 1 rock, 6 ft. diameter (1                              | 2         | 000                                         |           |             |         |                                | 100 0T        | 12,500      |
|                       |                | c. yd. per lineal ft.) do                              | 20 00     | 3,000                                       |           |             |         |                                | 10 00         | 1 500       |
| 1,800                 | :<br>          | ä                                                      | 20        | 36,000                                      |           |             |         |                                | 00 01         | 18,000      |
| 3,400                 | 9              | Culvert masonry do                                     | <b></b> . | 40,800                                      |           |             |         |                                | 9000          | 20.400      |
| 016                   |                |                                                        | 00 2 -    | 2,870                                       |           |             |         |                                | 4 00          | 1,640       |
| 1,300                 | op             | abutments and niers of hridree                         | 000       | 2,400                                       |           |             |         |                                | 6 00          | 1,200       |
| 7,100                 | qo             | Rip-rap do                                             | 3 50      |                                             |           |             |         |                                |               | 3,900       |
| 660                   | L. feet        | · Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, |           |                                             |           |             |         |                                |               | 14,200      |
|                       | -              | I main in concrete                                     | r. 60 00  | 39,600                                      |           |             | -       | 3,650 00                       | 3,650 00      | 24,090      |

### 42 Victoria.

### Sessional Papers (No. 164.)

A. 1879

| 8,000<br>7,000                                                                                                    |                                               | 5, 500<br>5, 500<br>1, 590<br>1, 590<br>1, 590<br>1, 590<br>1, 590<br>1, 590<br>2, 240<br>2, 250<br>50, 400<br>50, 400<br>1, 000<br>50, 400<br>50, 400<br>50, 400<br>50, 400<br>50, 400<br>50, 400<br>50, 852<br>50, 852<br>50, 852<br>1, 000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ω r-                                                                                                              |                                               | 5,225<br>5,227<br>5,27                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 4,000 00<br>0 25                                                                                                  |                                               | 0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 4,000 00                                                                                                          |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|                                                                                                                   |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 11,000                                                                                                            |                                               | 9,100<br>850<br>2,385<br>2,385<br>660<br>1,500<br>1,500<br>1,350<br>1,3500<br>3,875<br>500<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200                                                                                                                                                                                                                                                                            |
|                                                                                                                   |                                               | 9,100<br>2,385<br>66,800<br>2,3400<br>1,550<br>1,3500<br>3,875<br>500<br>3,875<br>500<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,400<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,500<br>50,5000<br>50,5000<br>50,5000<br>50,5000<br>50,500000000 |
| 11,000<br>16,800                                                                                                  |                                               | 9,100<br>2,385,<br>850<br>2,850<br>2,400<br>1,550<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3500<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,3200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,200<br>1,2                                                                                                                                                                                                                                                                                                            |
| 5,500 00                                                                                                          |                                               | $ \begin{array}{c} & & & & \\ & & & & \\ & & & & \\ & & & & $                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Spans. Bridge superstructure, timber, 100 ft. in clearpr.span. 5,600 00<br>L. feet, Piles driven, 12 in. by 12 lu | dges, fc.                                     | white pine prine per l. fr. do do do do do do do do do do do do do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 0 ft. in cle                                                                                                      | imber in trestle-work, culverts, bridges, fc. | y 12 inches, white pine       per l. ft.         y 10 do do do do do do do do lo do do do do do do do do do do do do do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| timber, 10<br>12 in                                                                                               | stle-work,                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| rstructure,<br>12 in. by                                                                                          | mber in tre                                   | <ul> <li>Y 12 inches, whit<br/>9 do do<br/>12 do 0<br/>12 do 0<br/>12 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>6 do 0<br/>8 anac plank.</li> <li>Total</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Sridge super<br>Viles driven                                                                                      | Square Th                                     | 16incless by 12incless, white pine16dododo17do12do18do12do19do12do12do12do12do9do12do6do12do6do12do6do12do6do9do6do9do6do9do6do9do6do9do6do9do6do9do6do9dododo9dofasted timber,do9dofasted pink.do12dofastenings-average haul13and fastenings-average haul14Traksingfastenings-average haul15foints and crossings.Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| е.<br>т.                                                                                                          |                                               | A         B         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Span<br>L. fee                                                                                                    |                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 28,000   Г. fee                                                                                                   |                                               | 14,000           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,700           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000           1,000<                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

(Appendix No. 43.)

#### BIG MIMINIGASH, PRINCE COUNTY, P.E.I.

#### Tender for Works.

We, the undersigned, hereby offer to the Honorable the Minister of Public Works, to furnish all the necessary tools, vessels, machinery and labor, and to execute and complete in a satisfactory and workmanlike manner, all the works required for the construction of works at Big Miminigash, Prince Ceunty, P.E.I., according to the plan and specification exhibited to us, for the bulk sums of:

| Lauring Parry        | \$3,670 | 00 |
|----------------------|---------|----|
| Callaghan & Foley    | 3,975   | 00 |
| Richard Adams        | 4,000   | 00 |
| Patrick Foley        | 4,200   | 00 |
| Duncan McRae         | 4,360   | 00 |
| James Barclay,       | 4,444   | 00 |
| James Brown          | 4,799   | 00 |
| Delaney & Cunningham | 5,620   | 00 |
| W. Matheson          | 5,950   | 00 |
| Ben. Haywood         | 6,850   | 00 |
| L. Doyle             | 6,975   | 00 |
| A. McWilliams        | 7,000   | 00 |
| John Crawford        | 7,500   | 00 |
| Pierce Doyle         | 7,575   | 00 |
| D. J. McĎonald       | 7,759   | 80 |
|                      |         |    |

And hold ourselves ready to enter into a Contract; and offer the two undermentioned persons as sureties for the due fulfilment of the same.

#### (Appendix No. 44.)

LIST of Tenders received at Prince Arthur's Landing up to 4 p.m., 20th July, 1878, as per advertisement dated 1st July, for finishing and converting the building known as the "Neebing Hotel" into public offices, &c., &c., for the Canadian Pacific Railway:—

| 1. Edmond Inglas                          | \$3,261.00      |
|-------------------------------------------|-----------------|
| 2. Geo. Lautenschlager                    | 3,600 00        |
| 3. James Conmee                           | 3,995 00        |
| 4. A. O'Connor                            | 4,000 00        |
| 5. Geo. L. Oliver                         | <b>4,350</b> 00 |
| 6. Law Building and Manufacturing Company | 4,395 00        |
| 7 David Smith                             | 4,487 00        |

#### (165)

To an ADDRESS of the HOUSE OF COMMONS, dated 25th March, 1879;—For copies of all papers, correspondence, &c., relative to the claim of Mr. Ryland for interest due him on the Canadian moiety of Chief Justice Carter's award, together with the Report of the Minister of Justice (Mr. Blake) in January or February, 1877, suggesting that the Local Governments of Quebec and Ontario should be called upon conjointly to pay the amount claimed, if such Report is in its character a public, and not a confidential paper.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

### RETURN

#### (166)

To an ORDER of the HOUSE OF COMMONS, dated 2nd April, 1879;—For a statement shewing the total expenditure, in detail, upon the addition made to the Western Departmental Building; also, a copy of all contracts in connection with the same.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

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

#### (167)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For a return of all claims for damages caused by waters dammed back for the purposes of the Rideau Canal since 1st January, 1872; and for all papers and reports connected therewith, and shewing the manner in which such claims have been disposed of.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

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

#### (168)

To an ORDER of the House of COMMONS, dated 24th March, 1879;-For statement shewing all sums paid from the year 1875 up to this date. to Mr. Jean Baptiste Dusseault, merchant, of L'Islet :---1. For acting as Inspector or Superintendent of works at the building of the Lighthouse on the wharf at River Ouelle, or St. Denis, in the County of Kamouraska; 2. For acting as Inspector or Superintendent of works at the building of a Lighthouse on the rock called "Algernon Rock," in the St. Lawrence; 3. For acting as Inspector or Superintendent of works in repairing the wharf at L'Islet. Specifying in each case the amount given to Mr. Arthur Dusseault, son of the said Jean Baptiste Dusseault. Copies of all letters, reports, accounts, pay-lists and correspondence between the said J. B. Dusseault and the Department of Public Works, or the Engineers of that Department having charge of works to be done in the River St. Lawrence, and of all documents whatsoever, relating to the aforesaid works; also, copies of a certain application made in 1870, by the said J. B. Dusseault, to the Department of Public Works, asking for the position of caretaker of the wharf at L'Islet.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 8th May, 1879.

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

#### (169)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879:—For a Statement showing the quantity of old iron rails the Government now has at its disposal. 2nd. The names of the Companies to which quantities of old rails have been lent, and the conditions upon which such loans were made. 3rd. Where the rails at the disposal of the Government now are.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE

**OTTAWA**, 8th May, 1879.

#### No. 1.

#### INTERCOLONIAL RAILWAY.

STATEMENT showing the quantity of good Old Iron Rails on hand at 31st March, 18:9 and where lying.

| District                                                                                                                                                                            |                | Quant                           | Quantity.                  |                                      |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|---------------------------------|----------------------------|--------------------------------------|--|--|
| Points betwe                                                                                                                                                                        | Tons.          | Cwt.                            | Qrs.                       | Lbs                                  |  |  |
| Halifax and Pictou, Truro and Amherst<br>Amherst and St. Joha<br>Moncton and Newcastle<br>Newcastle and Campbellton<br>Campbellton and St. Octave<br>St. Octave and Rivière du Loup | 41<br>17<br>84 | 14<br>8<br>14<br>14<br>18<br>18 | 0<br>2<br>3<br>1<br>0<br>0 | 12<br>8<br>8<br>24<br>24<br>24<br>24 |  |  |
|                                                                                                                                                                                     | 2,748          | 8                               | 1                          | 10                                   |  |  |

E. & O. E. (Signed)

"

THOMAS FOOT, Accountant. D. POTTINGER.

MONCTON, N.B.

#### INTERCOLONIAL RAILWAY.

STATEMENT showing the quantity of Old Scrap Iron Rails on hand 31st March, 1879, and where lying.

|                                                                                                                                                                                     |                                               | Quant                                             | ity. |                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------|------|-------------------------|
| Points between                                                                                                                                                                      | Tons.                                         | Cwt.                                              | Qrs. | Lbs.                    |
| Halifax and Pictou, Truro and Amherst<br>Amherst and St. John<br>Moncton and Newcastle<br>Newcastle and Campbellton<br>Campbellton and St. Octave<br>St. Octave and Rivière du Loup | 1,914<br>1,395<br>161<br>3<br>5<br>8<br>3,489 | 19     4     4     16     10     18     13     13 |      | 16<br>4<br>16<br>0<br>0 |

#### RECAPITULATION.

| Good old iron rails<br>Scrap old i.on rails | 2,748<br>3,489<br>6,238 | 8<br>13<br>1 | 1<br>2<br>3 | 16<br>8<br>24 |
|---------------------------------------------|-------------------------|--------------|-------------|---------------|
| F. & (), F.                                 |                         |              |             |               |

Moncton, N.B.

E. & O. E. (Signed) "

THOMAS FOOT, Accountant. D. POTTINGER. \_\_\_\_\_

\_\_\_\_\_

#### No. 2.

#### INTERCOLONIAL RAILWAY.

## STATEMENT shewing the names of the Companies to which quantities of Old Rails have been lent.

| Date.                            | Quantity and Description. Rat                                                                                                                       |                                                                          | Amount.                                                                         | Total.    |  |
|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------------------------------------------------|-----------|--|
| 1876.                            | St. Martin's and Upham Railway.                                                                                                                     | \$ cts.                                                                  | \$ cts.                                                                         | \$ cts    |  |
| Jul <del>y</del><br>do<br>do     | 6,731 ft. old rails (60t. 1c. 3q. 24 lbs.)<br>73,980 lbs. C. I. chairs, per 2,000 lbs<br>11,900 old spikes                                          | $\begin{array}{ccc} 20 & 00 \\ 20 & 00 \\ 0 & 00\frac{1}{2} \end{array}$ | 1,201 96<br>739 80<br>178 50                                                    |           |  |
| August,<br>do<br>do              | 5,966 ft. old rails (53t. 5c. 5q. 12 lbs.)<br>840 ft. do (7t. 10c.)<br>2,840 C. I. chairs, 71,000 lbs, at \$20 per 2,000 lbs<br>1 iron railing frog | 20 00<br>20 00                                                           | $ \begin{array}{c ccccccccccccccccccccccccccccccccccc$                          |           |  |
| do<br>October                    | 5.880 ft. old rails (52t. 10c.)<br>41,900 spikes<br>28,696 ft. old rails (256t. 4c. 2q. 6 lbs.)                                                     | $\begin{array}{c} 0 & 01\frac{1}{2} \\ 20 & 00 \end{array}$              | $\begin{array}{r} 1,050 \ 00 \\ 628 \ 50 \\ 5,124 \ 55 \end{array}$             |           |  |
| November<br>do<br>do<br>do       |                                                                                                                                                     | 10 00<br>20 00<br>20 00<br>10 00                                         | $ \begin{array}{r} 123 & 00 \\ 413 & 00 \\ 1,618 & 50 \\ 212 & 00 \end{array} $ |           |  |
| do<br>do<br>do                   | 100,100 O. C. I. chairs                                                                                                                             | 20 00<br>20 00<br>20 00                                                  | $\begin{array}{c} 1,001 & 00 \\ 1,422 & 20 \\ 979 & 00 \end{array}$             |           |  |
| do<br>do<br>December<br>do       | 6,230 old I. rails (55t, 12c, 2q.).<br>29,930 do (267t, 4c, 2q. 12 lbs.).<br>76,050 lbs. O. C. I. chairs                                            | 20 00<br>20 00                                                           | $\begin{array}{c} 1,112 50 \\ 5,344 62 \\ 760 50 \\ 1,671 00 \end{array}$       |           |  |
| do<br>1877.                      | 242t. 12c. 2q. 12 lbs. C. I. rails                                                                                                                  | 20 00                                                                    | 4,852 61                                                                        |           |  |
| January<br>do<br>April           | 91 5 10 10 do<br>33,500 side keys<br>185t. 15c. 2q. 4 lbs. C. I. rails                                                                              | 20 00                                                                    | 1,825 09<br>351 75<br>3,715 63                                                  |           |  |
| do<br>do<br>July<br>do           | 502,050 C. I. chairs<br>18,000 side keys<br>76t. 0c, 3q. 16 lbs. C. I. rails<br>94 5 0 20 do                                                        | 10 50<br>20 00                                                           | 5,020 50<br>189 00<br>1,532 68<br>1,885 18                                      |           |  |
| October<br>November<br>do        | 36,030 old spikes<br>485t. 4c. 0q. 2 lbs. old I. rails<br>219 2 0 6 do                                                                              | 20 00<br>20 00                                                           | 360 30<br>9,704 02<br>4,382 14                                                  |           |  |
| do<br>do<br>do<br>do             | 99         6         2         12         do           34,300         lbs. fish plates                                                              |                                                                          | 1,986 61<br>1,029 00<br>175 08<br>674 40                                        |           |  |
| do<br>do<br>do                   | 365 scabbards<br>1,560 lbs. fish plates<br>397 do holts and nuts                                                                                    |                                                                          | 182 50<br>42 80<br>15 88                                                        |           |  |
| do                               | 107 cast chairs (2,675 lbs.)                                                                                                                        | 0 01                                                                     | 26 75                                                                           |           |  |
| November<br>do<br>December<br>do | 431t. 1c. 2q. 12 lbs. old rails<br>136 0 3 26 do old C. I. chairs<br>2,825 scabbards                                                                | 20 00  <br>20 00  <br>0 25  <br>20 00                                    | 8,621 61<br>3,047 50<br>706 25                                                  |           |  |
| do<br>do                         | 54t. 19c. 12 bs. old rails<br>5,400 bs. fish plates<br>1,080 do bolts                                                                               | 20 00<br>0 02<br>0 03                                                    | 1,099 11<br>108 00<br>32 40                                                     | 77,106 78 |  |

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#### No. 2.

#### INTERCOLONIAL RAILWAY.-Continued.

STATEMENT shewing the names of the Companies to which quantities of Old Rails have been lent.—Continued.

|                                                       |                                                                                                                                                                                   | *                                                    |                                                                                                                                                                                     |           |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Date.                                                 | Quantity and Description.                                                                                                                                                         | Rate                                                 | Amount,                                                                                                                                                                             | Total.    |
| 1876.                                                 | Hillsboro' Branch.                                                                                                                                                                | \$ cts.                                              | <b>\$</b> cts.                                                                                                                                                                      |           |
| August<br>do<br>do<br>December                        | 114 C. I. chairs, 2,850 lbs., at \$20 per 2,000 lbs         343 scabbards         11,155 ft. old rails (97t. 2c. 0q. 18 lbs.)         25,587 ft.       do (205t. 6c. 2q. 18 lbs.) | 60 00<br>20 00<br>20 00                              | 28 50<br>205 80<br>1,942 16<br>4,106 66                                                                                                                                             |           |
| 1877.<br>February<br>do<br>do<br>do<br>do<br>do       | 778 scabbards<br>1,872 lbs. C. I. chairs<br>4 head clocks<br>3 targets<br>3 connecting-rods<br>2t. iron rails, frogs                                                              |                                                      | $\begin{array}{c} 311 \ 20 \\ 18 \ 72 \\ 2 \ 40 \\ 9 \ 00 \\ 3 \ 75 \\ 60 \ 00 \end{array}$                                                                                         | 6,688 19  |
| 1876.<br>January<br>May<br>June<br>July<br>do<br>do   |                                                                                                                                                                                   | $\begin{array}{cccccccccccccccccccccccccccccccccccc$ | 2,133 00<br>3,805 08<br>2,853 30<br>823 21<br>45 63<br>21 44                                                                                                                        |           |
| 1877,<br>October<br>do                                | 4 W. I. chairs                                                                                                                                                                    | 2 00<br>20 00                                        | 8 00<br>2,275 00                                                                                                                                                                    | 11,964 66 |
| do<br>April<br>do<br>do<br>do<br>1876.<br>April<br>do | <ul> <li>Star Manufacturing Co., altering 411 scabbards</li></ul>                                                                                                                 | 0 32<br>20 00<br>0 25<br>0 35<br>6 00<br>20 00       | $1,655 71 \\ 6 00 \\ 4 50 \\ 135 00 \\ . 641 96 \\ 6,833 39 \\ 10 00 \\ 1,020 00 \\ 131 52 \\ 1,132 50 \\ 143 85 \\ 5 00 \\ 156 45 \\ 0 70 \\ 6 12 \\ 0 10 \\ 2,038 93 \\ 8 00 \\ $ |           |

# No. 2.

# INTERCOLONIAL RAILWAY.-Continued.

# STATEMENT shewing the names of the Companies to which quantities of Old Rails have been lent.—Continued.

| Date.                  | Quantity and Description.                                                                                           | Rate.                                                          | Amount,               | t. Total. |  |
|------------------------|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------|-----------|--|
| 1876.                  | Chatham Branch.—Con.                                                                                                | \$ ct:                                                         | 3. \$ cts             | \$ cts.   |  |
| May                    | Star Manufacturing Co., altering 1,822 scabbards from                                                               |                                                                | 007 TA                |           |  |
| do                     | star Manufacturing Co., altering 500 scabbards from                                                                 | 0 35                                                           | 1                     |           |  |
| do                     | star Manufacturing Co., altering 2,322 scabbards                                                                    | 0 35                                                           |                       |           |  |
| do                     | 19,871 ft. old rails (177t. 8c, 1q. 26 lbs.)                                                                        | 20 00                                                          | 1 -1                  |           |  |
| June                   | 6,000 scabbards<br>11,999 ft. old rails (107t. 2c. 2q. 20 lbs.)                                                     | $   \begin{array}{c}     0 & 67 \\     20 & 00   \end{array} $ |                       |           |  |
| July                   | 73,260 O. C. I. chairs                                                                                              |                                                                | 732 60                |           |  |
| November               | 6,464 ft. old rails (57t. 14c. 1q. 4 lbs.)<br>3,150 do 28 2 2 0                                                     | 20 00<br>20 00                                                 |                       |           |  |
| 1877,                  |                                                                                                                     | 1                                                              |                       |           |  |
| September              | 37 scabbards                                                                                                        |                                                                |                       |           |  |
| do<br>do               | 2 sets switch gear                                                                                                  |                                                                | . 30 00               | -         |  |
| October                | 2 rail frogs<br>5t. 4c. 1q. 24 lbs. old rails                                                                       | 20 00                                                          |                       | 1         |  |
| do                     | 9 2 3 7 do                                                                                                          | 20 00                                                          |                       |           |  |
| do                     | 25 scabbards                                                                                                        |                                                                |                       |           |  |
| do                     | 2 connecting rods                                                                                                   | ••••••                                                         | . 3 00                |           |  |
| do                     | 2 switch chairs<br>500 C. I chairs                                                                                  | ••••••••••                                                     | . 5 00                | ļ         |  |
| 1875.                  | Flain Pranch Pailway                                                                                                |                                                                |                       | 24,439 84 |  |
|                        | Elgin Branch Railway.                                                                                               |                                                                |                       |           |  |
| September              | Track pay roll, Western Division, extra labor                                                                       | •••••                                                          | 12 60<br>65 70        | 1         |  |
| do                     | 12 spiking hammers                                                                                                  | 1 55                                                           |                       | 1         |  |
| do<br>do               | 12 claw bars                                                                                                        | 340<br>070                                                     | 40 80 4 20            |           |  |
| do                     | 1 iron rail frog                                                                                                    |                                                                | 30 00                 |           |  |
| do                     | 64,124 ft. old rails (572t. 10c. 2q. 24 lbs.), at \$20<br>per 2,240 lbs                                             |                                                                | 11,450 71             |           |  |
| do                     | 25,550 C. I. chairs, 664.310 lbs., at \$20 per 2,000 lbs                                                            |                                                                | 6,643 10              |           |  |
| do<br>do               | 63,680 lbs. old rail spikes                                                                                         | 0 01                                                           |                       |           |  |
| November               | 36,420 old S. keys, at \$5 M<br>51,995 ft. old rails (464t. 4c. ?q. 18 lbs.)                                        | 20 00                                                          | i82 10<br>9,284 91    |           |  |
| do<br>De <b>cember</b> | 485,600 lbs. old cast iron chairs, at \$20 per 2,000 lbs<br>40,210 ft. old rails (359t. 1q. 0c. 12 lbs) at \$20 per | ••••••                                                         | 4,856 00              |           |  |
| ,                      | 2,240 lbs                                                                                                           |                                                                | 7,180 36              |           |  |
| do                     | 17,989 side keys, at \$5 per M                                                                                      | ·····                                                          | . 3,228 60<br>. 89 94 |           |  |
| 1876.                  |                                                                                                                     |                                                                |                       | ĺ         |  |
| February               | 20,000 joint keys                                                                                                   | 10 50                                                          | 210 00                |           |  |
|                        |                                                                                                                     |                                                                |                       | 44,252 82 |  |
|                        |                                                                                                                     |                                                                | 1                     |           |  |

#### No. 2.

#### INTERCOLONIAL RAILWAY.-Concluded.

STATEMENT showing the name of the Companies to which quantities of Old Rails have been lent.—Concluded.

| RECAPITULATIO | Ň. |
|---------------|----|
|---------------|----|

| St. Martins and Upham Branch Railway<br>Hillsboro' Branch<br>Steel Company of Canada | \$      | cts. |
|--------------------------------------------------------------------------------------|---------|------|
| St. Martins and Upham Branch Railway                                                 | 77,106  | 78   |
| Hillsboro' Branch                                                                    | 6,688   | 19   |
| Steel Company of Canada                                                              | 11,964  | 66   |
| Chatham Branch Railway                                                               | 24,4 9  | 84   |
| Elgin Branch                                                                         | 44,252  | 82   |
| Chatham Branch Railway                                                               | 164,452 | 29   |

E. & O. E. (Signed)

"

THOMAS FOOT, Accountant. D. POTTINGER.

MONCTON, N.B.

EXTRACT FROM No. 5,727.

1. That the said Company, or their successors, shall complete the said branch railway at their own expense, costs and charges.

2. That they shall provide, at their own expense, all engines, passenger cars, and other rolling stock required for the carriage of passengers and freight, and the proper working of the traffic on said branch railway, and that they shall bear all the expense of working the said branch railway.

3. That the said Company, or their successors, shall, after receiving six months' notice in writing, signed by the Minister of Public Works of Canada, or any other officer or agent duly authorized by him in that behalf, deliver up to the said Minister acting on behalf of Her Majesty as aforesaid, or to any officer or agent duly authorized by him for that purpose, the said rails, chairs or fittings so lent to them as aforesaid: Provided that, in the event of the said Company, or their successors, happening to make default in the observance, performance or fulfilment of any or either of the provises, conditions and stipulations hereinafter expressed and contained, and by them to be observed, performed and fulfilled, then, and in such case, the Minister of Public Works of Canada shall be at liberty by himself, his officers or his agents, to enter upon the line of the said branch railway, or upon any place where the said iron rails, chairs or fittings, or any portion thereof may be situate, laying and being, and possession thereof, respectively, to have again, for and in the name of Her Majesty and her successors, in the same manner as if these presents had never been made, in which case the said Company, or their successors, shall pay all costs of removing and transporting the same, from the several places where the same may be situate, to the junction of the said branch railway with the Intercolonial Railway, and shall not be entitled to ask, demand or receive any compensation or damages in the premises, whatsoever, from Her said Majesty and her successors, or the Government of Canada, or from any department, minister, officer, agent or servant thereof. And it is hereby expressly agreed that the said iron rails, chairs or fittings, shall continue to be the property of Her Majesty and her successors.

### (170)

To an ORDER of the House OF COMMOMS, dated 24th February, 1879;--For a statement shewing the sums of money expended for repairing the walls of the City of Quebec, between the 1st August and the 1st of October, 1878; 2. The names and places of residence of the contractors for the said works; 3. The number of workmen employed between the 1st August and the 10th August, 1878; 4. The number of workmen, contractors, foremen or assistant foremen of works, with the pay allowed them, between the 10th of August and the 25th September, 1878.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

# RETURN

# (171)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all contracts entered into since 1874, for improvements or repairs to Rondeau Harbor of Refuge; together with copies of all correspondence with the Department of Public Works in connection therewith, and the amount of money paid for such improvements or repairs, and to whom paid.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 7th May, 1879.

# (172)

To an ADDRESS of the HOUSE OF COMMONS, dated 24th March, 1879:-For a Return showing the number of cases disposed of by the Maritime Court of Ontario, up to 1st March, 1879, with the amounts adjudged in each case, the amount of Marshal's fees in each, the amount of fees received by the Clerk in each; also, the amounts for which the vessels were appraised in each case, and the amounts they brought on sale.

By command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 8th May, 1879.

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| in each case, the amount of fees received by the Registrar in each case; also, the amounts for which the vessels were appraised<br>in each case, and the amount they brought on sale. |                                         | And and a support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of the support of |                     |                                                        |                                                                                                         |                 |          |             |                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------|-----------------|----------|-------------|-----------------------------------------------|
| 4                                                                                                                                                                                     | Name of Vessel.                         | Plaintiff                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Dafendant           | Doorsee                                                | Fees.                                                                                                   |                 | Apprais- | Amount      | -                                             |
|                                                                                                                                                                                       |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |                                                        | Rev-<br>enue.                                                                                           | Regis-<br>trar. | ment.    | of<br>Sale. | Kemarks.                                      |
|                                                                                                                                                                                       |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                     |                                                        | S cta.                                                                                                  | S ets           | \$ cts.  | \$ cts.     |                                               |
|                                                                                                                                                                                       | idan                                    | _                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Undefended<br>do    | <b>\$</b> 129 00                                       | 6 00<br>4 50                                                                                            | 29 40<br>6 35   | 00 006   | 920 00      | Bold in No. 2                                 |
| , a                                                                                                                                                                                   | er                                      | George Seitz                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | qo                  | Referred to Registrar; refer-<br>ence not gone on with |                                                                                                         | 12 80           |          |             | Sold in No 10                                 |
| op                                                                                                                                                                                    | *******                                 | Thos. Adair                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | ęę                  | do do                                                  | 200                                                                                                     | 2 95            |          |             | qo<br>qo                                      |
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The former was appraised at \$2,000, and sold for \$5,300;atter for \$4,000, and sold for \$3,100. |                        |
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### (173)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For all correspondence in possession of the Government from Messrs. Booth & Co., and others, with reference to supplying oak for the construction of Lock Gates on the new line of the Welland and St. Lawrence Canals; any contract entered into with said firm for said oak; all statements of modifications of said contract, if any were made; together with all official information in possession of the Government with reference to the remission of duties on oak imported into Canada since 1874.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 10th May, 1879.

# RETURN

# (174)

To an ORDER of the HOUSE OF COMMONS, dated 5th May, 1879;—For: 1st. Copies of all agreements, papers and correspondence, since 1st July, 1875, with respect to the transfer of the Pictou and Truro Railway. 2nd. Copy of Memorial of Halifax and Cape Breton Railway and Coal Company, and reply thereto of the Nova Scotia Government, enclosed in a letter from them, dated 31st December, 1878.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 10th May, 1879.

# (175)

To an ORDER of the House of Commons, dated 19th February, 1879 :--For a Return showing all Tenders for the completion of the Carillon Dam and Locks, and all correspondence between the Government and the Engineers and others, relating to the prosecution of the work. Also, all papers, correspondence and reports in any way relating to the Carillon Works, from their inception in 1873 to the present time. Also, Messrs. Shanly and Keefer's Report on the work, which was submitted to the Government by the contractors.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

OTTAWA, 10th May, 1879.

In accordance with the recommendation of the Joint Committee on Printing, the Report of Messrs. Shanly and Keefer only is printed.]

#### CARILLON, Q., 11th September, 1877.

SIE,-In our last interview with you, you seemed to consider that the statements made by us were erroneous, and that as we were interested parties, no importance could be attached to our claim, vis. : That the work exacted of us at Carillon is quite different and far more expensive and tedious than that called for by the plans and specifications.

Since then, we have requested Messrs. W. Shanly and S. Keefer to examine the work, and invited the Resident Engineer, Mr. A. Bell, to accompany them, and exhibit his plans of the work actually done, so that hereafter there could be no question raised as to the correctness of the information on which these gentlemen would form their opinion. Mr. Bell, however, we are sorry to say, refused either to accompany us, or to allow Messers. Shanly and Keefer to examine the plans in his office. We then the plans and the start of the say of the plans and the plans and the plans and office. We therefore had to do the best we could, viz.: To exhibit all the plans and documents we had, and then let the gentlemen inspect the works for themselves.

175-1

We now beg to enclose herewith their general report on the matter, and will be ready to produce their answers in detail to the several points we submitted to them at any time you desire to go into the matter fully. Meanwhile, we trust that your own sense of justice will convince you of the reasonableness of our request that some immediate action be taken with a view of either enabling us to prosecute the works, or of taking them off our hands on fair and reasonable terms.

We have the honor to be, Sir,

Your obedient servants,

(Signed) R. P. COOKE & Co.

The Honorable A. MACKENZIE, Minister of Public Works, Ottawa.

(Messrs. R. P. Cooke & Co., Contractors for the Ottawa River improvements at Carillon.)

#### BROCKVILLE, 4th September, 1877.

GENTLEMEN,—Having been called upon by you to examine the state of the Government Works at Carillon, with special reference to the manner in which you, as the contractors for these works, have performed your obligations under the contract, we have to report:

That during the period of low water on the 14th and 15th of August last, we made an inspection of the canal, the upper lock, the daw, the slide, and also, of the plant and materials on the ground for carrying on the works. On that occasion you exhibited to us copies of the contract, and of the plans and working drawings supplied to you from the Department of Public Works. We also had the perusal of the correspondence between yourself and the Engineers and the Department in reference to the difficulties which have arisen during the progress of the works, by which their completion has been retarded.

You were also desirous of showing us the plans of the works as far as completed, especially those relating to the dam; but these the Resident Engineer in charge declined to exhibit.

The contract, which is dated 21st March, 1873, fixes the time for the completion of the dam, the slide and the upper lock, for the 1st November, 1874; and for the lower lock and the canal, for the 1st November, 1875.

At the period of our visit, we found the works not half done. The upper lock was built up to nearly half its height, with platform erected and travellers set, and materials on hand ready for continuing the building, but no work in progress. About half the length of the wall and canal bank between the locks was formed; the lower lock not begun. About two-thirds of the length of the dam over the shallowest parts had the sills and the cribs laid, and the two pieces forming the channel for the slide were well advanced, the upper ends having yet to be raised about eleven feet.

The gross amount of the progress estimates up to this time is \$301,910.

There are evident causes, both natural and other, why those works have not and could not have been completed within the time fixed by the contract. Indeed, the unforseen difficulties of the undertaking appear to have been recognized and acknowledged by the Public Works Department, for, by a subsequent agreement with the contractors, dated 8th June, 1876, it is declared that the contract was still in full force and binding on both parties.

We found the works entirely suspended; not in consequence of any direct order to that effect from the Department, but simply from the fact that you stated that the Department having declined to pay the last progress estimates you were unable to proceed, the undertaking being of too great magnitude to be compassed by your own unaided means. This stoppage of the works we consider unfortunate; nor can we see any good reason for it. The works must suffer by the delay, and the foundations of the dam especially are liable to be worn down, and destroyed by descending ice, floods and rafts.

As far as executed, and as far as we have seen them, the works are all very good—quite up to the specification in every respect; and we observe you have all the plans and materials on hand, and the arrangements as now to be seen on the ground are of a good, workmanlike and mechanical character, and sufficient for the purpose of carrying on the works.

Considering all the circumstances of the case, as brought to our knowledge by the plans and documents laid before us, we do not think the contractors can fairly be held responsible for their failure to complete the works contracted for within the time specified. The physical difficulties to be encountered in the construction of the dam appear to be much greater than either the engineers or the contractors imagined —certainly greater than the plans represented; therefore causing additional expense and delay, and entitling the contractors to fair and liberal treatment. In our judgment, considerable modifications of the present plans will be required in order to complete the dam successfully.'

It is unnecessary here to enter more fully into details. The written answers we have given separately to the several questions submitted for our consideration supply all that can at present be needed. Though not agreeing in every particular, they are sufficiently in harmony to support all that we have stated in this report.

(Signed)

SAMUEL KEEFER. W. SHANLY

#### BROCKVILLE, February 6th, 1878

SIR,—On the 11th September last we had the honor of enclosing to the Hon. the Minister of Public Works, Messrs. Shanly and Keefer's general report on the Carillon works, for which we are contractors. In our letter accompanying same we stated that we were prepared to produce their "answer in detail" to the several questions we submitted for their consideration at any time the Minister was desirous of investigating the matter. Since then no opportunity of doing so has been afforded us.

We subsequently (in a document dated the 8th January, 1878,) submitted to the Minister a general proposition for an equitable settlement of the various matters in dispute, and, in doing so, quoted from Messrs. Shanly and Keefer's "answers in detail" on two or three points. Having done so, we now deem it advisable to submit complete copies of these documents, which you will please find enclosed.

We have the honor to be, Sir,

Your obedient servants,

(Signed) R. P. COOKE & CO.

To the Secretary, Department of Public Works, Ottawa.

#### THE OTTAWA RIVER IMPROVEMENTS.

Answers to questions submitted by R. P. Cooke & Co., in reference to their contract with the Government for the works at Carillon :---

#### The Bulkhead.

1. Do you think it practicable to put the Skeleton Bulkhead up in accordance with the plan and specification, and if so, do you think it would be stable and available for the purpose specified ?—The specification describes a structure to be erected across the river a little above the dam, intended to serve as a temporary dam and bridge, for "in some measure controlling the water, and enabling the work to be proceeded with." A tramway is to be laid upon the upper side of the bridge, with travelling crabs "for handling the stop-logs." This structure, extending all across the river, would be about 2,000 feet in length, and could only be erected, if at all, during the period of low-water, which, during the last four years, varies from one to three months. It would be impossible to complete it in one season; but even if it were, it could not possibly withstand the ice and floods of the following winter and spring, and, therefore, could never be available for the purposes specified.

2. Taking into consideration the average water-levels of the rapids, about what time in the fall do you think the Bulkhead could be put up (if at all) and how long would it be available; could it be maintained over winter and spring ?—On an average of seasons, as drawn from the last four years, there would be about two months' time, between the 1st September and the 31st of October, available for the erection of the Bulkhead, and when completed, if at all, it would then be too late to be of any use that year. If it were possible to maintain it over winter and spring, it would be available for only two months each year, that is during the months of September and October.

3. Is there any price fixed, by contract or schedule, for cribs under Bulkhead in deep water, and if not, what do you think would be a fair price for the same?— This work is included in the contract, but there was evidently an oversight in not inserting a price for it in the schedule. This being the case the contractors should be paid not less than the full cost of the work, because of the greater difficulty and risk attending it, than the same class of work under the dam and slide. I am not sufficiently informed at present to suggest any price for a work evidently attended with so much risk, and when, the price set on two or three items must cover all outside expenses.

#### The Dam.

1. Is the site of the Dam a "flat ledge of rock," as mentioned in the specifications and shown on plan ?—No, on the contrary, the surface of the rock is broken by fissures, and indented by deep pockets, filled with boulders and gravel, extending, in some places, as shown by the working plans, many feet below the line representing the original bed of the river; neither the plans or the specification furnish a true representation of the river bed.

2. In view of the difference between the actual bed of the river and that specified, do you think it possible for us to carry out the specification as to the scribing and bolting cross and toe-sills to the rock?—In the specification there is this impossible condition: the cross-sills are to be laid with their tops nearly level for the full width of the dam, and their under surface scribed to the rock, but the thickness is not in any place to be *reduced to less than nine inches*. But to bring the tops of the timber to a level it is necessary, in most cases, to build up several thickness of timber under it, cut into wedges and all sorts of shapes, to give a solid bearing on the rock. Literally, the specification cannot be carried out as regards this condition.

3. Does the contract require us to excavate solid rock in the bottom of the river in order to allow of the sils being laid according to specification? The Engineers claim we might be called on to do so?—No; it only requires the "loose stones, gravel, &c., should be cleared from the base of the dam so as to give a fair, solid and uniform bearing" for the bottom timbers of the structure. Solid rock not being mentioned, it cannot reasonably be classed with the movable materials specially mentioned.

4. Is not the work of placing cross and toe-sills as they are now far more difficult, expensive and tedious than would have been the case if the bed of the river had been flat and level as specified ?—Without doubt, the difficulties of construction, the cost attending it, and the consequent delay in its accomplishment are far greater than would have been the case had the place the dam occupies corresponded with the plans and specifications. But in addition to these unforseen difficulties, the Plan No. 8, giving a cross section of the river and an elevation of the dam, has the line of "lowest water" drawn upon it and figured 13.00 above datum. On comparing it with the longitudinal section of the canal, given on Plan No. 2, it is plain this is an error. The mean low water of the last four years, as taken from the registers, shows that the low water of the dam is 16.50, or  $3\frac{1}{2}$  feet higher than the level given on the plan. Had the low water line been drawn in its proper place it would have shown more clearly the difficulties to be encountered in founding the dam on a swift current.

5. Do you think the remaining portion of the dam can be built without modifying the present plans?—No; the completion of the dam, strictly according to plans and specification, involves serious practical difficulties, which can readily be avoided by a judicious modification of the plan, that would save both time and cost, without impairing the safety and durability of the structure. I observe also that the lower sides of the gates left in the dam are left uncovered and exposed to the action of descending ice and the undertow of the fall, by which the supporting frames will pertainly be broken up, and therefore some change will have to be made in the plans to render this part of the work more solid and permanent.

#### The Slide.

1. Are there not discrepancies between the foundation of the slide as built and that specified, and do not the same involve additional expense and loss of time?— The slide has not been constructed according to the original plan, No. 5, but the specification provides for an alternative structure, for which detailed plans were to be given. Yet there are discrepancies between the foundations as built and the sub-sequent detailed plans furnished, by which the cost of the work has been increased and loss of time incurred.

2. Does the specification call for longitudinal ties in side piers; is not the cost of the work increased by the same?—No; longitudinal ties are called for by the original plan, No. 5, but under the powers of the contract the Government had a right to require them on widening the piers and furnishing detailed plans. There is unquestionably more work required in framing cribs with a central longitudinal tie than without one, and the cost was thereby increased.

3. Is that portion of the dam between the slide-piers according to specification; are not changes and alterations and additions made involving a large amount of extra cost, and loss of time ?—A very material change has been made. In the original plans, No. 2 and 5, the crest of the slide conforms to the line of the dam, cutting the slide-piers oblique. Obviously, this arrangement would not answer for the running of rafts or boards, and the crest had, therefore, to be turned at right angles to these piers. This was done by filling in the triangular space between the right angle and the curve, thereby not only increasing the quantity of material very considerably, but complicating the framing, and causing both delay and expense in its construction.

#### The Locks and the Canal Embankment.

1. Does our contract call on us to furnish materials for embankment, or simply to do so much excavation and hauling from a pit to be furnished us ?—It is already incumbent on the Government to furnish ground for borrowing pits. The contractors undertake to do the excavation only, including haul and placing of the material, and not to purchase the land for which they have no powers.

2. According to the reading of the contract, how far would it be reasonable to call on us to haul materials to the embankment without some extra compensations? —The price for excavation is a good one for an ordinary haul; it is usual where a long haul is anticipated to fix some price for what is called "overhaul." The contract does not provide for any such item; still there must be some limit beyond which it would be unreasonable to expect the contractors to transport the material; that limit, in this case, might be fixed as in the case of the embankment of the lock, at one-third of a mile. What is drawn a greater distance might fairly be paid for, for what it is worth.

3. Is it according to practice to require a contractor to skim over the ground and take all kinds of material, as we have had to do, in order to get materials for the embankment within what may be called reasonable distance?—Test-pits should have been sunk in the vicinity to ascertain that there was sufficient material available for the bank within a reasonable distance. It is evident, now, that the bank cannot be finished by scraping up all the material on the surface of the rock between the old and the new canal, and ground will have to be taken on the north side of the road before these works can be completed. It might, therefore, as well be done at once, ard save the contractors unnecessary trouble.

4. Can we reasonably be called upon, in accordance with the contract, to take boulders from borrowing pits and elsewhere, and build rip-rap wall on outside embankment with same, simply for the price of rock excavation from pit?—There is no price in the contract for rip-rap wall, a class of work more costly than ordinary rock excavation; the contract price for which, including haul, is \$1.24 per cubic yard, and is not sufficient to cover the cost of the additional labor in forming rip-rap. As there is apparently an omission in providing a price in the schedule for this additional labor; it seems reasonable that the contractors should receive some allowance for it, equal, at least, to the labor of hauling.

5. Is it not unreasonable and an unnecessary expense to force us to cut down the stones in the lock, so far as not to allow them to exceed two and three feet in alternate courses?—The specification does not warrant any such order; it provides (p, 11) that the stretches shall "not be less than two and three feet depth of bed in alternate courses;" they may be more, but not less than this. As a general rule, the larger the stones the better the wall, and it is both unreasonable and unnecessary to reduce them all to one exact dimension.

6. Does the contract call on us to double-bevel the end of ties in the cribs or elsewhere on works ?—The contract requires that the timbers at the angles of the cribs should be double-beveled but not elsewhere; elsewhere it is unnecessary.

7. Does the clearing of the site of the embankment of boulders, gravel, etc., come under general excavation in section of canal, and is it therefore covered by the price in the schedule for same?—The clearing of the entire space occupied by the canal and works is distinctly provided for in the specification, but no price is distinctly stated for it in the schedule of prices attached to the contract. There are prices for earth and rock in canal, but none for the seat of the bank which is to be cleared off down to the solid rock, and is partly under water, and, consequently, more expensive than ordinary canal excavation.

#### General.

1. Do you think the plans furnished to us are proper working drawings ?—With the questions submitted, I have seen twenty-five plans, three of these being original plans for the lock, and five original plans for the dam; also, eight working plans for the lock, and nine working plans for the dam. In all, eleven plans for the lock and fourteen for the dam. Not one of these plans has been duly authenticated by the signature of the Chief Engineer, or that of any of his assistants, and they are all without date, except in some tew instances, where the date of their reception is added by the contractors. The detailed plans furnished under the provisions of the contract are generally of the most meagre description, and are on too small a scale to be of any use as working drawings. They cannot be looked upon as proper working plans. Up to this time, there is no plan given to show how the water-tight connection between the dam and the lock is to be effected, nor any plan of the upper wing of the lock against which it is to abut.

2. Do you think our arrangements as to derricks, travellers, slopes and scows, are satisfactory and such as you would consider ample for carrying out a work of this kind?--The plant and all the arrangements for carrying on the works seem ample and complete, and I can see no good reason why they should not be continued to completion under the management of the contractors. The stoppage of the works in mid-progress exposes them to damage from descending raits and from ice and floods.

3. Is the work, as far as you have seen it, good and fully up to the specification? —The work, including materials and workmanship, is all of the best class, and fully up to the requirements of the specification.

4. Taking into consideration the entire circumstances connected with the work, so far as they have come to your knowledge, such as descrepancies between plans exhibited and works actually done, neglect of the Department to provide suitable borrowing pits, delay in deciding on and giving us plans for slide, etc., etc., do you, as Engineers, think that we can fairly be held responsible for the delay that has occurred in the prosecution of the work?—From all that I have learned from a careful examination of the plans and specification; from the state of the works when I inspected them with Mr. Shanly on the 14th and 15th August last, and from the correspondence between the contractors, the Engineers and the Department of Public Works, but more definitely still from the agreement of the 8th June, 1876, between the contractors and the Department, I do not think that the contractors can be held responsible for the delay that has occurred in the prosecution of the state of the work.

(Signed) SAMUEL KEEFER.

BROCKVILLE, 4th September, 1877.

# (176)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For a Return of all fees paid by the Government of Canada to, and the names of all Counsel, Solicitors or Attorneys that have been employed by the Dominion Government or by any Department or head of Department of said Government; and a statement of all fees paid to such persons, or received by them, for services in connection with the business of the Government, between 5th November, 1873, and 10th October, 1878. Also, the amount of fees claimed by the said Counsel &c., &c, during the said period.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 12th May, 1879.

# 42 Victoria.

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SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys employed by that Department. Also, sums claimed by such Counsel, &c., but still under consideration of Department.

|                                |                              |                               |                                         |              | _            | ·                                        |               |       |     |
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| an. 31, 1876                   | do                           | Various matter                |                                         | 514          | 80           |                                          | 1             |       |     |
| do 29, 1877                    | do                           | St. John Water                |                                         |              |              |                                          | 1             |       |     |
| lar. 31, 1879                  | do                           | VS. LVABS                     | • • • • • • • • • • • • • • • • • • • • |              | 00           | *********                                | ·····         |       |     |
| pl. 30, 1879                   |                              | Re Milner<br>Various matters  |                                         |              |              | *********                                |               |       |     |
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| pl. 17, 1875 ₩                 | H. R. Allison,               |                               |                                         | 1            |              |                                          |               |       |     |
| j j                            | Picton, Ont                  | Re Presqu'Ile P               | oint                                    | 50           | 00           |                                          |               |       |     |
| eb. 7, 1877]                   | do,                          | Point Pleasant                | Lighthouse                              | 14           | 38           |                                          |               |       |     |
| ay 13, 1875                    |                              | Telegraph Islar               |                                         |              | 50           |                                          | *****         |       |     |
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| ec. 23, 1875 H                 | . P. O'Connor,               |                               |                                         |              |              |                                          |               |       |     |
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| April, 1879                           |                                         |                                                           |                                                | •••••                                 |          |
| Jan. 29, 1875                         |                                         | Re Tuttle. Date & Co                                      |                                                |                                       |          |
| July 27, 1875                         |                                         | Re Dewhurst                                               |                                                | *****                                 |          |
| Feb. 22, 1879                         | do                                      | Two payments into Court                                   |                                                |                                       |          |
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|                                       | 1                                       | gomery)                                                   | 23 12                                          |                                       |          |
| May 18, 1875                          | do                                      | Rideau Canal damages                                      |                                                |                                       |          |
| Feb. 9, 1876                          | do                                      | do                                                        |                                                |                                       |          |
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| Dec. 27, 1874                         | de                                      | Re Crystal Palace, Montreal                               |                                                |                                       |          |
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| April 19, 1875                        | do                                      | Lachine Canal : Worthington'                              |                                                | 1                                     | 1        |
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# SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

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# Sums paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.-Continued.

| Date.                | Name<br>and Residence.  | Service.                                                   | Paid<br>or recom<br>mended<br>for<br>payment | considera-<br>tion.     | Total.          |
|----------------------|-------------------------|------------------------------------------------------------|----------------------------------------------|-------------------------|-----------------|
|                      |                         |                                                            | \$ cts                                       | . \$ cts.               | \$ cts.         |
| July 3, 187          | 4 non. H. W. Smith      |                                                            | 154.00                                       | i                       | 1               |
| do 3, 187            |                         | Re Evans' dredge                                           | 154 00                                       |                         |                 |
|                      |                         | polis Railway                                              | 21 34                                        |                         | [               |
| <b>do 3,</b> 187     | 4 do                    | Re Spectacle Island Light-                                 | 35 00                                        | i<br>I                  |                 |
| do 3, 187            |                         | Sand Point Lighthouse                                      | 30 00                                        |                         |                 |
| April 8, 187         | 5 do                    | Public Buildings, Pictou : Smith & Dodge's contract        | 45 00                                        |                         |                 |
| do 8, 187            | 5 do                    | Re Almon & McIntosh                                        | 10 00                                        |                         |                 |
|                      | 1                       |                                                            |                                              |                         | 295 34          |
| July 14, 187         | 5 Smith & McCoy,        | 1                                                          |                                              |                         |                 |
| •                    | Halifax                 | Re Alexander estate                                        | 58 00                                        |                         |                 |
| 187                  | 5 do                    | Intercolonial Railway: pur-<br>chases for right of way     | 539 21                                       |                         |                 |
|                      |                         | do do                                                      | 1,154 55                                     | ]                       |                 |
| July, 187            | 5 do                    | Various matters                                            | 184 00                                       |                         | 1,935 76        |
|                      |                         |                                                            |                                              |                         | -,              |
| April 10,187         | W. F. McCoy, Hali-      | Various matters                                            | 3,137 18                                     |                         |                 |
| July 20, 1874        | Donald Guthrie.         | 1                                                          | -, 10                                        |                         |                 |
|                      | Guelph                  | Stony Mountain Penitentiary:<br>Morrison & Barclay's con-1 |                                              |                         |                 |
|                      |                         | tract                                                      | 32 24                                        |                         |                 |
| Sant 1978            | F F Camish Winni        |                                                            |                                              |                         | 3,169 42        |
| Sept., 1875          | 5 F. E. Cornish, Winni- | Various matters.                                           | 145 79                                       |                         |                 |
| Feb. 12, 1877        | do                      | Cypress Hill massacre                                      | 450 01                                       |                         | 595 80          |
| Nov. 5, 1875         | John Gleason,           | ſ                                                          |                                              |                         | 000 0           |
|                      | Rimouski                | Intercolonial Railway: Pur-                                | 161 50                                       |                         |                 |
| do 29, 1875          | do                      | chase of right of way                                      | 25 00                                        |                         |                 |
| May 4, 1876          | do                      | Little Métis Lighthouse.                                   | 25 00                                        |                         |                 |
| Mar. 10, 1877        |                         | Postmaster-General vs. Dion<br>Intercolonial Railway: Pur- | 399 65                                       | ····· ··· ··· ··· ··· / |                 |
| Oct. 11, 1877        | do                      | chase of right of way                                      | 40 00                                        |                         |                 |
| 1875                 | do                      | Postmaster-General vs. St.                                 | 50 00                                        |                         |                 |
|                      |                         | Pierre                                                     | 50 00                                        |                         | 701 15          |
| 1875 <b>-78</b>      | Euclide Roy, Mon-       |                                                            |                                              |                         |                 |
|                      | treal                   | Prosecutions for sale of liquor<br>to Caughnawaga Indians  | 709 00                                       |                         |                 |
| <b>July</b> 17, 1878 | do,                     | Prosecution under Fisheries                                |                                              |                         |                 |
| Dec. 10, 1878        | do                      | Act                                                        | 20 00                                        | ••••••                  |                 |
|                      | 40                      | Weights and Measures Act                                   | 80 00                                        | ••••••                  | 809 00          |
| Ten 19 1975          | Hon. A. N. Richards,    | -                                                          |                                              |                         | 000 00          |
| -uu. 12, 1010        | Victoria, B.C           | Pacific Telegraph : Barnard's                              |                                              | 1                       |                 |
| Nor @ 1000           |                         | Contract                                                   | 170 00                                       |                         |                 |
| Nov. 6, 1876         | do                      | Attorney-General vs. Bank of<br>B.C                        | 200 00                                       |                         | <b>\$</b> 70 00 |
| D 00 1051            |                         | -                                                          |                                              | [                       | 810.00          |
| Dec. 29, 1874        |                         | Re Crystal Palace, Montreal                                | 500 00                                       |                         |                 |
| do 29, 1874          | J. A. Perkins, Mon-     |                                                            |                                              | <u> </u>                |                 |
|                      | treal                   | do do}                                                     | 230 00                                       | **** **********         |                 |

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| SUMS paid or recommended to be paid by the Department of Justice to Counsel, |
|------------------------------------------------------------------------------|
| Solicitors or Attorneys, &cContinued.                                        |

| Date.           | Name<br>and Residence.    | Service.                                                                                                        | Paid<br>or recom-<br>mended<br>for<br>payment. | Under<br>Considera-<br>tion. | Tota!.   |
|-----------------|---------------------------|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------------|----------|
|                 |                           |                                                                                                                 | \$ cts.                                        | \$ ets.                      | \$ cts.  |
| Dec. 29, 1874   | Montreal                  | Re Crystal Palace, Montreal                                                                                     | 200 50                                         |                              |          |
| April 9, 1875   | W. H. Walker,<br>Ottawa   | Re steamer "Maggie Bell "                                                                                       | 10.00                                          |                              |          |
| do 13, 1875     | Walker, Cassells &        |                                                                                                                 | 10 00                                          | *****                        |          |
|                 | rennoca, Ottawa.          | Attorney-General vs. Steers                                                                                     | 71 94                                          |                              | 1,012 44 |
| •               | A. F. McIntyre,<br>Ottawa | Murray vs. Regina:<br>Amount of bill \$1,192 86<br>Less witness fees<br>and other large<br>disbursements 278 40 |                                                |                              | ,        |
|                 | do                        | Jones vs. Regina :<br>Bill \$1,129 70<br>Less witness fees,                                                     | 914 46                                         |                              |          |
| ••• •••••       |                           | & c 248 45                                                                                                      | 881 25                                         | • ••••                       |          |
|                 | do                        | Bertrand vs. Regina :<br>Bill                                                                                   | 1 105 05                                       |                              |          |
| ••••••          | do                        | Berlinquet vs Regina :<br>Bill                                                                                  | 1,195 95                                       |                              |          |
| ******          | do                        | Starr vs. Regina :<br>Bill                                                                                      |                                                |                              |          |
| •••••••••       | do                        | Isbester vs Regina :           Bill           Less witness fees, & c                                            | 624 36                                         |                              |          |
| ******          | do                        | Regina vs Steers                                                                                                | 269 38<br>528 17                               |                              |          |
|                 | do                        | do I. B. Taylor                                                                                                 | 24 81                                          |                              |          |
| *****           | do                        | Ottawa P.O re Egan                                                                                              | $13 \ 72$                                      |                              |          |
|                 |                           | Pegina vs McGillivray                                                                                           | 8 00                                           | ·····                        |          |
|                 | do<br>do                  | P. M. G. vs. Shaw                                                                                               | 115 82<br>259 28                               |                              |          |
| pril 12,1879    |                           | Murray vs Regina, arbitration.                                                                                  | 433 82                                         |                              | 7,129 90 |
| lar. 15, 1877 1 | C. Hill, North            |                                                                                                                 |                                                |                              | 1,120 30 |
| lune 16, 1875   | Sydney<br>do              | Regina vs Campbell do                                                                                           | 214 71<br>100 00                               |                              | 314 71   |
| pril, 1875 H    | A. Brassard Soral         | Halfway Point Lighthouse                                                                                        | 18 87                                          |                              |          |
| lay 24, 1876    | uo                        | Isle Lapierre do                                                                                                | 137 65                                         |                              |          |
| Dec. 5, 1876    | do                        | do da                                                                                                           | 93 00                                          |                              | 249 52   |
| ept.17, 1877 E  |                           | Cono Dognaia Linkshauna                                                                                         | 100 01                                         | -                            |          |
| une 26, 1876    | do                        | Cape Despair Lighthouse<br>do Gaspé do                                                                          | 108 01 <sup> </sup><br>55 55                   |                              |          |
| UDI 27 100ml    | do                        | do Chatte do                                                                                                    | 60 00 p                                        |                              |          |
| arch, 1878      |                           | Magdalen River do                                                                                               | 57 00                                          |                              |          |

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SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys. &c.—Continued.

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|-----------------------------|----------------------------------|-----------------------------------------------------------------|------------------------------------------------|------------------------------|------------------------|
| Date.                       | Name<br>and Residence.           | Service.                                                        | Paid<br>or recom-<br>mended<br>for<br>payment. | Under<br>conzider-<br>ation. | Total.                 |
|                             |                                  |                                                                 |                                                |                              |                        |
| Feb. 1, 1875                | J. Y. Elwood, God-               | 1                                                               | \$ cts.                                        | <b>\$</b> cts.               | \$ cts.                |
|                             | erich                            | Bayfield Harbor (re McEwan)                                     | 10 00                                          |                              | 10 00                  |
| NOV. 2, 1875                | A. U. Churland, St.<br>John's, Q | Re Silverman                                                    | 24 40                                          |                              |                        |
| Aug.20, 1878                | do                               | St. John's Custom House & P.O.                                  | 32 00                                          |                              |                        |
| <b>Jan. 31, 1876</b>        | do                               | Chambly Canal (Lease to<br>Pierce)                              | 10 <b>9</b> 0                                  |                              |                        |
| Sept. 4, 1876               | do                               | Ash Island Lighthouse                                           | 35 00                                          |                              |                        |
|                             |                                  |                                                                 |                                                |                              | 101 40                 |
| Dec. 28, 1874               | W. H. Radenhurst,                | ł                                                               |                                                |                              |                        |
|                             | Perth                            | Rideau Canal damages                                            |                                                |                              |                        |
| Oct., 1876<br>June 22, 1876 | do<br>do                         | do<br>do                                                        | 10 31<br>13 58                                 |                              |                        |
| Jan. 31, 1878               |                                  | do                                                              |                                                |                              |                        |
|                             |                                  |                                                                 |                                                |                              | <b>69</b> 0 <b>2</b> 3 |
| Sept. 2, 1875               | Hon. L. H. Davies,               |                                                                 |                                                |                              |                        |
|                             | Charlottetown                    | Riley vs Nash                                                   | 21 50                                          |                              |                        |
| Nov. 20, 1875               | do                               | Marine Hospital, Souris                                         | 24 00                                          |                              | <b>4</b> 5 <b>5</b>    |
|                             |                                  |                                                                 |                                                |                              |                        |
| Oct., 1875                  | R. L. Weatherbee,                | Now Prunamial Dailman Anhi                                      |                                                |                              |                        |
| 1                           |                                  | New Brunswick Railway Arbi-<br>tration                          | 579 95                                         |                              |                        |
| do 1,1875                   | do                               | Regina vs. Macdonnell, late                                     |                                                |                              |                        |
| Sept. 7, 1877               | do                               | Collector of Customs, Halifax<br>Begins as White et al          | 200 00<br>23 00                                | ·····                        |                        |
| May 29, 1878                |                                  | Regina vs, White et at<br>Land purchase from Sproule            | 30 00                                          |                              |                        |
| do 18, 1878                 |                                  | Starr & DeWolf vs. Regina, and                                  |                                                |                              |                        |
|                             |                                  | Jones vs Regina-payment                                         | 400 00                                         |                              |                        |
| do 22, 1878                 |                                  | Regina vs Cuddiler                                              | 94 07                                          |                              |                        |
| Aug. 20,1878                |                                  | McNair's Cove Breakwater                                        | 12 50                                          | ·····                        |                        |
| Nov. 15, 1878               | do                               | Regina vs. Webster.                                             | 20 00                                          | 1,359 52                     |                        |
|                             | do                               | Various bills under considera-                                  |                                                |                              |                        |
|                             | do                               | do do                                                           |                                                | 428 57<br>95 70              |                        |
|                             |                                  | Balance claimed by Mr. Wea-                                     |                                                | 00 10                        |                        |
|                             |                                  | therbe in Starr vs. Regina,                                     |                                                | 500.00                       |                        |
| 1                           |                                  | and Jones vs Regina                                             | •••••                                          | 500 00                       | 2,383 79               |
| Feb. 13, 1887               | Theodore Desbrisay,              |                                                                 |                                                | l                            |                        |
|                             | Bathurst                         | Four purchases for stations and<br>sand-pits, Intercolonial R'y |                                                |                              | 184 40                 |
| April 4, 1877               | 1. A. Geoffrion,                 |                                                                 | 101 10                                         |                              |                        |
| 4. 0 1077                   |                                  | Re Stuart frauds                                                | 27.00                                          | ·····                        |                        |
| do 6, 1877]<br>do 9, 1877   | do<br>do                         | Various matters                                                 | 971 00<br>167 00                               |                              |                        |
| April22, 1879               |                                  | Yuile et al. vs. Simpson                                        | 489 76                                         |                              | 1,654 76               |
|                             |                                  |                                                                 |                                                |                              | 1,094 .0               |
| June 30, 1876               | John Farley, St.                 |                                                                 | <b>1</b><br>                                   |                              |                        |
|                             | Thomas                           | Malahide Drill Shed                                             | 18 23                                          | 18 23                        |                        |
| Nov. 13, 1876               |                                  | Various matters                                                 | 147 00                                         |                              |                        |
| Dec. 4, 1875                |                                  | Lachine Canal (McNamee's                                        |                                                |                              |                        |
|                             |                                  | contract)                                                       | 34 00                                          |                              | 181 00                 |
|                             |                                  | 6                                                               |                                                |                              | 1                      |

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# SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

| Date.         | Name<br>and Residence.                                         | Service.                                                   | Paid<br>or recom-<br>mended<br>to be paid.           | Under<br>considera-<br>tion. | Total,                |
|---------------|----------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------|------------------------------|-----------------------|
| Dec. 4, 187   | 5 H. F. & H. B. Rain                                           |                                                            | \$ cts.                                              | \$ cts.                      | \$ cts                |
|               | 5 H. B. Rainville                                              | Lachine Canal (McNamee's<br>contract)<br>do do             | $ \begin{array}{c} 24 & 75 \\ 112 & 75 \end{array} $ |                              | 24 75<br>112 75       |
| June 3, 187   | 6 H. W. Peterson,<br>Guelph                                    | Guelph Custom's House and<br>Post Office                   | 44 25                                                |                              |                       |
| do 14, 187    | 6 do                                                           | Regina vs. Dowitt                                          | 47 00                                                |                              |                       |
| Dec. 5, 187   | 6 do                                                           | Guelph Gun Shed                                            | 11 00                                                |                              |                       |
| June 4, 187   | 7  do                                                          | Illicit still cases (4)                                    | 105 00                                               | ·                            |                       |
| do 23, 187    | 7 do                                                           | Coll. of Customs vs. Ducaise                               | 16 98                                                | ······                       | 004.07                |
| do 30, 187    | 7 E.Robinson, Chath'm                                          | Regina vs. Taylor: Steamboat<br>Inspector's Account        | 56 00                                                |                              | 224 23                |
| Aug. 7, 187   |                                                                |                                                            |                                                      |                              |                       |
| Nov. 1, 187   |                                                                | Advance on account, Lachine<br>Canal enlargement purchases | 224 40                                               |                              |                       |
| March6, 187   | 8 do                                                           | Various bills under consider-<br>ation                     |                                                      | 893 75                       |                       |
| Tab 99 107    | Tohn W Thentles                                                | ]                                                          |                                                      |                              | 3,118 15              |
|               | 7 John M. Hamilton,<br>Sault Ste. Marie<br>P. J. Brown, Inger- | Sheftshury Lighthouse                                      | 23 20                                                |                              |                       |
|               | soll                                                           | Purchases of lots, at Fort Wil-                            |                                                      |                              |                       |
|               | F. Fenton, Toronto.                                            | 1                                                          | 2,646 70<br>223 75                                   |                              | 2,893 65              |
| Jan, 20, 187  | 7 <sup>'</sup> Charles McFayden.                               |                                                            |                                                      |                              | 2,000 00              |
| do 22, 187    | Owen Sound<br>do                                               | Miller vs. Plummer<br>Owen Sound Drill Shed                | 10 00<br>30 00                                       |                              | <b>4</b> 0 0 <b>0</b> |
| Nov.26, 187   | Jas Gowans Samia                                               | Regina vs. Robert, Steamboat                               |                                                      |                              | 40.00                 |
| Feb. 10, 187  | ( B.Hutchinson, Richi-                                         | Inspection Act                                             | 133 66                                               |                              |                       |
|               | bucto                                                          | Purchases of land at Richib'cto                            | 50 00                                                |                              |                       |
| Jan. 187      |                                                                |                                                            | 152.90                                               |                              | 183 66                |
| Feb. 13, 187' | Quebec                                                         | Various matters<br>do                                      | $153 80 \\ 1,093 00$                                 |                              |                       |
| Oct. 3, 1878  | do                                                             | do                                                         | 526 81                                               |                              |                       |
|               |                                                                | Theft of stores, West Point,                               |                                                      |                              | 1,773 61              |
|               |                                                                | A D LICOBU                                                 | 690 00                                               |                              | 690 00                |
| May 31, 187   | John Wright, Port<br>Hope                                      | Kegina vs. Smart, ex-Post-                                 | 00.00                                                |                              | 030 00                |
| Nov. 20, 1875 | John Bell, Q.C.,<br>Belleville                                 | master, Port Hope<br>Counsel fees in Petition of           | 20 00                                                |                              |                       |
|               |                                                                | Right cases                                                | 2,133 00                                             |                              | 0 150 00              |
| Aug., 1878    | Wm Obishalas C                                                 |                                                            |                                                      |                              | 2,153 00              |
|               | Wm. Chisholm, Corn-                                            | Stonehouse Point Lighthouse                                | 55 44                                                |                              |                       |
| Sept.26, 1878 |                                                                | Various matters                                            | 415 62                                               |                              |                       |
|               |                                                                |                                                            |                                                      |                              | 471 0 <b>6</b>        |

\* Mr. Robertson has not yet rendered his bills in re Lachine Canal enlargement.

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SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.-Continued.

|                  |      | Name<br>and Residence.               |                                                    |                            |         |               | Under<br>considera-<br>tion. | Total. |  |
|------------------|------|--------------------------------------|----------------------------------------------------|----------------------------|---------|---------------|------------------------------|--------|--|
| No               | 1070 | Les Meelennen O.G.                   |                                                    | \$ cts.                    | \$ cts. | \$ cts.       |                              |        |  |
| Мау,             | 1818 | Jas. Maclennan, Q.C.,<br>Toronto     | Costs of defence in seven Peti-                    | 1 000 05                   |         |               |                              |        |  |
| do               | 1878 | do                                   | tion of Right cases<br>Counsel fee, Berlinquet vs. | 1,600 35                   |         |               |                              |        |  |
| do               | 1878 | do                                   | Regina<br>Retainer, Bertrand vs. Regina.           | 3,500 00<br>100 <b>0</b> 0 |         |               |                              |        |  |
| ao<br>do         | 1878 | do                                   | Counsel fee, Murray vs. Regina                     | <b>6</b> 00 00             |         |               |                              |        |  |
| 40               | 1878 | do                                   | Retainer, Isbester vs. Regina                      | 100 00                     |         | 5,900 35      |                              |        |  |
| <b>Jan</b> . 10, | 1878 | Bawden & Machar,<br>Kingston         | Regina vs. Rigney                                  | <b>3</b> 11 <b>3</b> 5     | 1       |               |                              |        |  |
| <b>▲</b> ug.,    | 1878 | Osler & Gwynne,                      |                                                    |                            |         |               |                              |        |  |
|                  |      | Dundas                               | P. M. G. vs. Irving                                | 12 64                      |         | 323 99        |                              |        |  |
| June 1,          | 1877 |                                      |                                                    | 14.00                      |         |               |                              |        |  |
| Apl. 24,         | 1878 |                                      | Regina vs. Decaire et al<br>Bois Blanc Lighthouse  | 14 00<br>15 05             |         |               |                              |        |  |
| Dec. 9,          | 1878 | do                                   | Purchase of land for Public                        | 35 70                      |         |               |                              |        |  |
|                  |      |                                      | Buildings, Windsor                                 |                            |         | <b>6</b> 4 75 |                              |        |  |
| Oct. 24,         | 1878 | A. J. Wilkes, Brant-<br>ford         | Purchase of land for Public                        |                            |         |               |                              |        |  |
|                  |      |                                      | Buildings, Brantford                               | 46 36                      |         |               |                              |        |  |
| <b>F</b> eb.,    | 1879 | McMahon, Gibbons &<br>McNabb, London | Attorney-General vs. Walker                        | 690 89                     |         |               |                              |        |  |
|                  | İ    |                                      |                                                    |                            |         | 737 25        |                              |        |  |
| Sept.,           | 1877 | A. A. Stockton, St.                  |                                                    |                            |         |               |                              |        |  |
|                  |      | John                                 | Re Chipman                                         | 154 12<br>456 26           |         |               |                              |        |  |
| <b>May</b> 1,    | 1019 | do                                   | Various matters                                    | 450 20                     |         | 610 38        |                              |        |  |
| Mar. 30          | 1878 | John Aylen, Aylmer,                  |                                                    |                            |         |               |                              |        |  |
|                  |      | Que                                  |                                                    | 31 31                      |         |               |                              |        |  |
| <b>do 3</b> 0,   | 1878 | do                                   | Procuring writ of assistance                       | 15 00                      |         | 46 31         |                              |        |  |
| Aug.12,          | 1875 | T. Brossoit, Beauhar-                | Cameron as Chicholm                                | 12 00                      |         |               |                              |        |  |
| Oct. 3,          | 1877 | A.R. Robertson, Q.C.,                | Cameron vs. Chisholm                               | 12 00                      | •••••   |               |                              |        |  |
|                  |      | Victoria, B.C.                       | Procuring writ bf assistance                       | 16 75                      |         | 28 75         |                              |        |  |
| Mar. 8,          | 1876 | Chaboult & Lebel,                    |                                                    |                            |         |               |                              |        |  |
| Oct. 8.          | 1875 | M. A. Hearn, Q.C.,                   | Re Fraser Escheat                                  | 15 00                      |         |               |                              |        |  |
|                  |      | Quebec.                              | Various matters.                                   | <b>267</b> 00              |         |               |                              |        |  |
| do 8,            | 1877 | E. Lareau, Montreal.                 | Berlinquet vs. Regina, and<br>Bertrand vs. Regina  | 1,600 00                   |         |               |                              |        |  |
| do 8,            | 1877 | F. X. Lemieux, Que-<br>bec           |                                                    | 1,400 00                   |         |               |                              |        |  |
| Apr. 28,         | 1877 | McKelcan, Gilson &                   |                                                    |                            | 1       |               |                              |        |  |
| May 4.           | 1877 | Bell, Hamilton<br>J. N. Pouliot, Ri- | Hamilton Drill Shed                                | 51 41                      |         |               |                              |        |  |
|                  |      | mouski.                              | Intercolonial RR. Arbitration.                     | 428 00                     |         |               |                              |        |  |
|                  | - 1  | J. E. Pouliot, Fraser-<br>ville      | do do                                              | 700 00                     |         |               |                              |        |  |
| <b>A</b> pr. 30, | 1879 | S. R. Thomson, O.C.,                 | Counsel fee, Milner vs. Luttrell                   | 92 00                      | · 1     |               |                              |        |  |
| <b>do</b> 26,    | 1879 | Otto S. Weeks, Q.C.,                 |                                                    |                            |         |               |                              |        |  |
|                  | i (  | Halifax.                             | Allan vs. O'Brien                                  | 55 00                      |         | 4,608 4P      |                              |        |  |

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Concluded.

| Dat    | е.    | Name<br>and Residence.                  | Service.                                                        | Paid<br>or recom-<br>mended<br>for<br>payment. | Under<br>considera-<br>tion. | Total.    |
|--------|-------|-----------------------------------------|-----------------------------------------------------------------|------------------------------------------------|------------------------------|-----------|
| March, | 1876  | Bischoff, Bompas &<br>Bischoff, London, |                                                                 | \$ cts.                                        | \$ cts.                      | \$ cts.   |
|        |       | England,                                | Re Evan's Dredge £10 10s 10d)                                   |                                                |                              |           |
| do     | 1877  | do                                      | Attorney-General vs. Haws,                                      | 51 <b>3</b> 0                                  |                              |           |
| 40     | 10110 | i wo                                    | (£263 9s. 7d.) say                                              | 1,282 26                                       |                              |           |
| do     | 1879  | do                                      | Attorney-General vs. Haws,                                      | l í                                            |                              |           |
|        | 1070  | 3.                                      | (£193 198. 2d) say                                              | 943 93                                         | •••••                        |           |
| do     | 1879  | do                                      | Attorney-General vs. Richard-<br>son, Duck & Co. (±39 18s. 3d.) |                                                |                              |           |
|        | i     |                                         | say                                                             |                                                |                              |           |
|        |       |                                         |                                                                 |                                                |                              | 2,471 73  |
|        |       |                                         | Total                                                           |                                                |                              | 64,219 91 |
|        | 1     |                                         | LUtal                                                           | •••••                                          |                              | 01,210 01 |

Sums paid by the undermentioned Departments to Counsel employed by them, as per annexed Statements.

| Marine and Fisheries     Department       Inland Revenue     do       Agriculture     do       Interior (Indian Branch)     do       Militia and Defence     do | 6,794<br>3,911<br>77<br>77<br>1,243 | 22<br>00<br>64 |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|----------------|
| Post Office do<br>Finance and Receiver-General do<br>Customs do<br>Public Works do (return not given, see note)                                                 | 1,202<br>3,243<br><br>1,825         | 02<br>22<br>88 |
| Total of Justice Department Statement                                                                                                                           | 18,736<br>64,219<br>  \$82,956      | 91             |

Norz.—The Secretary of State Department and the Privy Council report that no paymentsbave been made by them. The return from the Public Works Department (not yet ready) will be supplied when received.

> (Signed) Z. A. LASH, Deputy Minister of Justice.

May 12, 1879.

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# MARINE AND FISHERIES DEPARTMENT.

| To whom paid.                  | 1                    | Services.                               | Amou      | nt  |
|--------------------------------|----------------------|-----------------------------------------|-----------|-----|
|                                | <br>                 | · ······                                | <br>\$    |     |
| V. H. Tuck                     | Professional service | es                                      | 1,050     |     |
| Ion. S. L. Shannon             | do                   |                                         |           | 5 ( |
| do A. McFarlane                | do                   | ********                                |           | 7 ( |
| I. H. Meagher<br>. G. Colston  | do<br>do             |                                         | 530       | 2   |
| lleyn & Chauveau               | do                   |                                         | 84        |     |
| V. F. Macleay                  |                      |                                         | 44        |     |
| furray Dodd                    |                      |                                         | . 11      |     |
| lleyn & Chauveau               |                      |                                         | 256       |     |
| anglois, Angers & Co           | do<br>do             |                                         | 92<br>10  |     |
| . G. Power                     | do                   |                                         | 12        |     |
| no. Paysant                    | do                   | ······                                  |           | i   |
| . T. Solomon                   | do                   |                                         |           | 5   |
| ameron & Cleary                | do                   |                                         | 20        |     |
| haboult & Lebel                | do                   | *********                               | 143       |     |
| J. H. Tuck                     | de<br>do             | ······································  | 291<br>75 |     |
| V. B. Deacon                   | do                   |                                         | 52        |     |
| A. Camirand                    | do                   | ļ                                       | 81        |     |
| bbott, Tait & Co               | do                   |                                         | 10        |     |
| . C. Austin                    | do                   |                                         |           | 3   |
| . Gilmour                      | do                   | · · · · · · · · · · · · · · · · · · ·   | 192       | 5   |
| . W. Weldon                    | do<br>do             |                                         | 31        |     |
| cKay & Hill                    | do do                |                                         | 20        |     |
| eatherbee & Graham             | do                   |                                         | 134       |     |
| on. A. N. Richards             | do                   |                                         | 165       |     |
| lleyn & Chauveau               | do                   | *********                               | 10        |     |
| McFayden                       | l do                 | · · · · · · · · · · · · · · · · · · ·   | 136<br>31 |     |
| . X. Frenette<br>F. St. Julien | do<br>do             | · · · · · · · · · · · · · · · · · · ·   | 10        |     |
| . P. DeLaronde                 | do                   |                                         | 20        |     |
| A. Camirand                    | do                   |                                         | 69        |     |
| . Harrison                     | do                   |                                         | 37        |     |
| hos. Taylor                    | do                   | ****** ******************************** | 16        |     |
| . A. Davidson                  | do                   | *****                                   | 65<br>65  |     |
| on. S. L. Shannon              | do                   |                                         | 156       |     |
| . Larue                        | do<br>do             | •••••• • • ••••• • •••••••• •••••••     |           | )   |
| Langelier                      | do                   |                                         |           | )   |
| J. Marchand                    | do                   |                                         | 35        |     |
| oucet & Hart                   | do                   | **                                      | 47        |     |
| J. Fox.                        | do                   |                                         | 27<br>60  |     |
| R. Robertson                   | do<br>do             |                                         | 10        |     |
| rake & Jackson.                | do                   | ······································  | 3         |     |
| P. Sirois                      | do                   | ******                                  | 17        |     |
| 7. D. Campbell                 | do                   |                                         | 35        |     |
| . Diamond                      | do                   | ······································  | 16<br>60  |     |
| on. A. N. Richards             | do                   | ** ******* ** *****                     | 28        |     |
| b Bilodeau<br>Duberger         | do                   | ********* ** ***** ******************** | 20        | 1   |
| Mowat                          | do<br>do             |                                         | 78        | 1   |
| T. Carty                       | do                   |                                         | 13        |     |
| R. Ramsav                      | do                   |                                         | 42        |     |
| indford H. Pelton              | do                   |                                         | 216<br>10 |     |
| m. Bignall                     | do                   | **************************************  | 10<br>24  | Ì   |
| S. Macdonnell                  | do                   | ********                                | 5         |     |
| Clement                        | do                   | *******                                 | 9         |     |
| L. Weatherbee                  | do<br>do             | ·····                                   | 135       | (   |
| N. & T. Ritchie                | do                   |                                         | 5         | (   |

# A.1879

# MARINE AND FISHERIES DEPARTMENT.—Concluded.

| Services.             | Amount.                                                                        |
|-----------------------|--------------------------------------------------------------------------------|
| Professional services | \$ cts.<br>23 25<br>10 00<br>7 60<br>65 00<br>5 00<br>71 55<br>15 05<br>510 27 |
|                       | Professional services                                                          |

# INLAND REVENUE DEPARTMENT.

| Date.                                                                                                                                                                                                                                                                                                                                                                                                              | To whom Paid.                                                                                          | Residence.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Amount.         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| marcn 17, 1874<br>Nov. 18, 1874<br>do 30, 1874<br>Dec. 22, 1874<br>do 14, 1876<br>Jan. 23, 1877<br>April 14, 1877<br>May 2, 1877<br>June 14, 1877<br>do 29, 1877<br>do 29, 1877<br>do 30, 1877<br>do 30, 1877<br>do 30, 1877<br>do 30, 1877<br>Got. 24, 1877<br>Oct. 24, 1877<br>Nov. 9, 1977<br>Feb. 19, 1873<br>Sept 14, 1877<br>May 20, 1873<br>Sept 10, 1877<br>May 20, 1873<br>July 23, 1878<br>Ang. 23, 1878 | do<br>do<br>Walkem, G. A<br>Osler, J. B<br>Bowlby, W. H<br>Peterson, A. J<br>Peterson, H W<br>do<br>do | Montreal.         Windsor.         Montreal.         St. John, N.B         Walkerton.         Guelph.         do         do <th></th> |                 |
| _                                                                                                                                                                                                                                                                                                                                                                                                                  | Total                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3,911 <b>22</b> |

(Signed) A. BRUNEL,

INLAND REVENUE DEPARTMENT, OTTAWA, 18th April, 1879.

Commissioner.

#### DEPARTMENT OF AGRICULTURE. OTTAWA, CANADA, 16th April, 1879.

SIR,-In reply to your letter of the 15th instant, asking for the names of all Counsel, Solicitors or Attorneys employed by this Department between 5th November, 1873, and 10th October, 1878, I have the honor to inform you that the Hon. F. Langelier is the only one whose services have been called upon during that period to act, and in the following cases :

9th December, 1875.—Investigation into case of alleged housebreaking at Grosse Isle Quarantine Station. Fees paid by Department, \$77.00. May, 1877.—Prosecution of Master of ship "Choice," for violation of Quarantine

Act. The master was fined \$50.00, and paid the costs.

I have the honor to be, Sir,

Your obedient servant,

J. LOWE, (Signed) Secretary, Department of Agriculture.

Deputy Minister of Justice, Ottawa.

### DEPARTMENT OF THE INTERIOR, INDIAN BRANCH.

| Service.                                              | Amount<br>claimed.                    | Amount<br>paid.                       | Total.             |
|-------------------------------------------------------|---------------------------------------|---------------------------------------|--------------------|
| L. W. Coultlee<br>J. J. McLaren<br>Justice W. Badgley | \$ cts.<br>290 00<br>653 64<br>300 00 | \$ cts.<br>290 00<br>653 64<br>300 00 | \$ cts<br>1,243 64 |

(Signed) L. VANKOUGHNET, Deputy Superintendent-General of Indian Affairs.

DEPARTMENT OF THE INTERIOR, INDIAN BRANCH, OTTAWA, 3rd May, 1879.

# DEPARTMENT OF MILITIA AND DEFENCE.

| Date.             | To whom paid.                    | Residence.                          | Particulars of Service.                                                            | Amo<br>pai |          |
|-------------------|----------------------------------|-------------------------------------|------------------------------------------------------------------------------------|------------|----------|
| 1873.             |                                  |                                     |                                                                                    | \$         | cts.     |
| December<br>1874. | H. R. Rainsford, jr              | Fredericton, N.B                    | Lease of Court House                                                               | 15         | 6 00     |
| January           | Bain & Blanchard<br>D. Hamilton  | Winnipeg, Manitoba.<br>Windsor, N.S | Law expenses<br>Copy of deeds, Falmouth drill<br>shed                              |            | 95<br>75 |
| do                | J. K. Blain<br>Angus McLeod      | Amherst, N.S                        | do do<br>do do                                                                     | 2          | 50<br>65 |
| do                | S. Chipman                       | Kentville, N.S.                     | Copies of deeds, drill shed in<br>Township of Cornwallis<br>Law expenses           |            | 00<br>00 |
| November<br>1875. | E. J. O'Neill                    | Ottawa                              | Lease of Rideau rifle range at<br>Ottawa                                           |            | 00       |
| February          |                                  | )                                   | To draft contract for drill shed<br>at Victoria                                    | 26         | 25       |
| March<br>April    | Bain & Blanchard<br>James Agnew. | Kingston                            | Law expenses<br>Copy of lease, "Cataraqui<br>"Bridge," Kingston                    |            | 00<br>00 |
| May               | Papineau, Papineau &<br>Durand   |                                     | Drawing lease and copies, Point                                                    |            |          |
| 1                 |                                  |                                     | St. Charles rifle range<br>Law expenses attending sale of<br>Quaco drill shed      |            | 00<br>67 |
| 1876.<br>March    | B. M. Britton.                   | Kingston                            | Law costs, Queen v. Allen-ac-                                                      |            |          |
| do                | Papineau & Durand                | Montreal                            | count of fuel-yard, Kingston.<br>Drawing lease of Point St.<br>Charles rifle range |            | 50<br>25 |
| August            | Mdme. Lucie Pominville.          |                                     | Professional services of late<br>husband, F. P. Pominville,                        |            |          |
| 1877.<br>July     | John J. McLaren                  | đo                                  | Q.CLaw expenses, Fitzpatrick &                                                     | 95         | 00       |
| September         | Doucet & Hart                    | Ouebec                              | McKeown<br>Lease, Ouebec gate barracks                                             | 100<br>3   | 00<br>00 |
| 1                 | -                                |                                     | Lease, Point St. Charles rifle<br>range<br>Lease of market buildings for           | 8          | 25       |
| 1878.             |                                  |                                     | use of military school                                                             | 20         | 00       |
| • uty             | W. H. Lowe                       | Bowmanville                         | Drawing lease of Brockville rifle<br>range                                         | 24         | 50       |
|                   |                                  |                                     |                                                                                    | 438        | 27       |

(Signed)

DEPARTMENT OF MILITIA AND DEFENCE, OTTAWA, April 19, 1879. EUG. PANET, Deputy Minister of Militia.

# POST OFFICE DEPARTMENT.

| Year.                | Name.                              |                      | Particulars.                                                                                           | Amount                                                         | ٤.   |
|----------------------|------------------------------------|----------------------|--------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|------|
|                      | -                                  |                      |                                                                                                        | <u> </u>                                                       |      |
|                      |                                    |                      | UNTARIO.                                                                                               | \$ c                                                           | cts. |
| 1875                 | W. H. Lapinoture                   | Legal expense        | s in re J. McLean, for robbery of regis-<br>tered letters                                              | 54                                                             | 477  |
| 1877<br>1878         | J. W. H. Wilson<br>E. T. Dartnell. | do<br>do             | in re A. H. Carter, late P.M., Bondhead<br>in <u>re</u> J. McDonell, late P.M., Vankleek               | 20 0                                                           | 00   |
| 1879                 | E. H. Tiffany                      | do                   | in re A. Campbell, for mail robbery                                                                    | $\begin{array}{c} 10 \\ 10 \\ 0 \end{array}$                   |      |
|                      |                                    |                      | QUEBEC.                                                                                                |                                                                |      |
| 1875                 |                                    | Legal expense        | s in re A. St. Laurent, late P.M, St.                                                                  | 25 0                                                           | 00   |
| 1015                 | Casgrain, Davidson &<br>Fisher     | do                   | in re J. L. Palmer and Macdonald, Pope                                                                 |                                                                |      |
| 1875                 | G. F. McGuire                      | do                   | in re A. Kerr, for robbery of registered                                                               | 300 0                                                          |      |
| 1875                 | J. C. Murray                       | do                   | in re Warwick, mail robbery                                                                            | 80<br>20                                                       |      |
| 1876<br>1876         | J. Gleason<br>Laflamme & Braissoit | do<br>do             | in re late P.M., St. Luce<br>in re J. Longpre, late P.M., Beauhar-                                     | 75 0                                                           | )0   |
| 1876                 | B. Brunell                         | do                   | nois<br>in re Stanford Post Office enquiry                                                             | 33 5<br>11 2                                                   |      |
|                      |                                    |                      | Nova Scotia.                                                                                           |                                                                |      |
| 1877                 | W. F. MacCoy                       | do                   | in re J. L. Barnhill, for mail robbery<br>in re embezzlement at P.O., Mahone Bay                       | 33 8<br>47 4                                                   | 17   |
| 1877<br>1879<br>1879 | R. L. Weatherbee<br>do<br>do       | do<br>do<br>do       | in taking security from P.M., Walton<br>in re Halifax & Yarmouth mail robbery<br>in re Queen vs. Carew | 10 00<br>80 99<br>18 50                                        | 95   |
|                      |                                    |                      | NEW BRUNSWICK.                                                                                         |                                                                |      |
| 1874                 | W. B. Chandler                     | Legal expenses       | in re J. C. Alward                                                                                     | 27 50                                                          |      |
| 1874<br>1877<br>1877 | W. B. Tuck<br>do<br>A. L. Palmer   | do<br>do<br>do       | in re J. Grover, late P.M., Woodstock<br>in re Queen vs. Harvie<br>in re Waterbury vs. Dewé            | $\begin{array}{c} 205 & 87 \\ 122 & 98 \\ 82 & 28 \end{array}$ | 18   |
|                      |                                    | -                    | BRITISH COLUMBIA.                                                                                      |                                                                |      |
| 1877<br>1877         | A. R. Robertson                    | Légal expenses<br>do | in re Queen vs. Harrison<br>in re Cassiar mail robbery                                                 | $72 50 \\ 20 00$                                               |      |
| 4011                 | AL. 11. INICHIGIUD                 | uU                   | Total                                                                                                  | 1,202 02                                                       | -    |

(Signed) W. H. GRIFFIN, Deputy Postmaster-General.

### FINANCE AND RECEIVER GENERAL'S DEPARTMENTS.

| Date.                                                                                                                                                                              | Name.                                                                                                                                                                                                                             | Amount.                                                                                         | Total.          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----------------|
| June 30, 1874<br>July 26, 1876<br>Nov. 13, 1876<br>Dec. 11, 1876<br>March 19, 1877<br>do 23, 1877<br>Aug. 24, 1878<br>Uct. 3, 1878<br>do 4, 1878<br>Aug. 3, 1878<br>Sept. 30, 1878 | Hon. L. S. Shannon, Q.C         W. H. Tuck, Q.C         P. La Rue         H. F. Rainsville         P. Langelier         B. D. D'Orsonnens         A. A. Brault         R. L. Weatherbee         A. A. Brault         F. Langelier | $\begin{array}{c} 1,109 85 \\ 49 52 \\ 716 80 \\ 16 70 \\ 248 00 \\ 15 00 \\ 40 00 \end{array}$ | \$ cts          |
| ••••••                                                                                                                                                                             | C. A. Seward.                                                                                                                                                                                                                     | 250 00                                                                                          | 3,243 <b>22</b> |

(Signed)

J. M. COURTNEY, Deputy Minister of Finance.

FINANCE DEPARTMENT, 10th May, 1879.

# CUSTOMS DEPARTMENT.

| Date.                                                                                                                                                          | Name.                                                                          | Residence. | Amou                                                                  | at.                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|------------|-----------------------------------------------------------------------|----------------------------------------|
|                                                                                                                                                                |                                                                                |            | \$                                                                    | cts.                                   |
| do 10, 1875<br>do 10, 1875<br>do 18, 1875<br>May 31, 1877<br>March 8, 1878<br>do 12, 1878<br>April 29, 1878<br>Sept. 21, 1878<br>Oct. 3, 1878<br>June 12, 1877 | <ul> <li>W. H. Tuck</li> <li>A. E. Forget</li> <li>Royal &amp; Dubuc</li></ul> | Quebec     | 310<br>59<br>133<br>165<br>65<br>117<br>179<br>170<br>368<br>94<br>21 | 50<br>95<br>45<br>00<br>00<br>50<br>37 |
|                                                                                                                                                                | •                                                                              |            | 1,825                                                                 | 88                                     |

(Signed)

J. JOHNSON, Commissioner of Customs.

Customs Department, Ottawa, 1st May, 1879. J. JOHNSON,

# (177)

To an ADDRESS of the HOUSE OF COMMONS, dated 5th May, 1879;—For copies of all accounts rendered by the Postmaster at Toronto, or compiled for the Postmaster at Toronto, at the Post Office Department, between the 1st July, 1874, up to the 1st July, 1878, together with copies of all Orders in Council and Memoranda of the Postmaster General or Deputy Postmaster General, authorizing the payment of an increased salary or commission to the said Postmaster within the periods above mentioned.

By Command

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 13th May, 1879.

# RETURN

# (178)

To an ORDER of the HOUSE OF COMMONS, dated 21st April, 1879;—For copies of correspondence between the Government and the Postmaster of the Parish of St. Fabien, Mr. Vidal Roy, and any other person, respecting the change in the Post Office of that Parish, together with a statement of the reasons for which Mr. V. Roy was replaced by another person as Postmaster of that place.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 13th May, 1879.

# (179)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;-For copies of all Reports, papers and documents relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department; and all correspondence connected therewith.

By Command.

# J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 13th May, 1879.

# RETURN

# (180)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;—For all Reports, papers and documents relating to the employment of W. F. Forsyth in the Post Office Department; and all correspondence connected therewith.

By Command.

# J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

**QTTAWA**, 12th May, 1879.

### (181)

To an ADDRESS of the HOUSE OF COMMONS, dated 3rd March, 1879 ;--For copies of all correspondence between the Government of Canada and the Government of the United Kingdom, upon the subject of the Royal Instructions prior to the 5th October, 1878.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 12th May, 1879.

# RETURN

### (182)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;— For copies of all correspondence since the 10th October, 1878, between the Post Office Department or any officer thereof, and any person or or persons whatsoever of the Parish of St. Fabien, respecting the contract for conveying the Mail between the Railway Station and the Post Office of the said Parish.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 12th May, 1879.

# **A.** 1879

# RETURN

### (183]

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879;-For copies of the complaint brought against Mr. Salursto Lévesque, in his quality of Postmaster and Mail Carrier in and for the Parish of St. Donat; also, copies of the proceedings at the enquiry caused by such complaint.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 12th May, 1879.

# RETURN

### (184)

To an ADDRESS of the HOUSE OF COMMONS, dated 28th February, 1879; —For copies of all correspondence to and from the Government, and all Orders in Council passed since the 1st July, 1878, on the subject of Grants of Land for the encouragement of Immigration and the settlement of lands in the Province of Manitoba and the North-West Territories.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 13th May, 1879.

### (185)

To an ADDRESS of the HOUSE OF COMMONS, dated 5th May, 1879 ;—For copies of all letters, certificates, reports and correspondence from, to or with any Judge or Returning Officer or other person relating to the recount of ballots at the last election for the Electoral District of Selkirk, in the Province of Manitoba, and to the trial of the contested election for the said Electoral District.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 13th May, 1879.

### (186)

To an ORDER of the HOUSE OF COMMONS dated 31st March, 1879;—For copies of all Reports, instructions, correspondence and documents relative to the dredging of the Kaministiquia River, and the practicability of forming a harbour accessible to the larger classes of lake shipping at the point selected as the Pacific Railway terminus on that River.

By Command.

J. C. AIKINS, Secretary of State

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 13th May, 1879.

#### TORONTO, 26th March, 1874.

SIR,—I beg to direct your attention to an expenditure effected by this Government in dredging the bar of the Kaministiquia River, Thunder Bay, Lake Superior, amounting to about \$10,000. In discussing this item in the Estimates, during last Session, the facts showed that this improvement was not local, but of general advantage to the shipping of the Lakes; and I promised the House that I would call your attention to it, with the view of your considering whether the Dominion Government should not reimburse us for this expenditure.

Your personal knowledge of the locality renders it unnecessary that I should explain more fully the grounds for maintaining that these works are of general benefit, and are not exclusively of Provincial or local value.

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

(Signed)

A. CROOKS. Treasurer.

The Hon. ALEXANDER MACKENZIE, Minister of Public Works, &c., &c., Ottawa.

186-1

#### DEPARTMENT OF PUBLIC WORKS, OTTAWA, 2nd May, 1874.

SIR,—I am directed to acknowledge receipt of your communication of the 26th ultimo, relative to an expenditure of \$10,000 by the local Government of Ontario, in dredging the bar of the Kaministiquia River, Thunder Bay, asking that the Dominion Government take the matter into consideration, with a view to reimburse that amount to the Ontario Government, the improvement not being considered local, but of general advantage to the shipping of the lake.

In reply, I beg to request to be informed if any communication on this subject was ever exchanged between the two Governments.

Very respectfully,

Your obedient servant,

(Signed)

F. BRAUN, Secretary.

Hon. A. CROOKS, M.P.P., Toronto, Ont.

> DEPARTMENT OF PUBLIC WORKS, OTTAWA, 16th February, 1876.

SIR,—As it is proposed to deepen and improve the channel of the Kaministiquia River at Thunder Bay, Lake Superior, I am directed to enquire whether you would be willing to undertake the dredging required to be done, and, if so, at what price per cubic yard,; the excavation to be limited to between twenty and forty thousand yards.

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

(Signed)

F. BRAUN, Secretary.

Mayor UPHAM, Duluth.

DULUTH, MINNESOTA, 22nd February, 1876.

SIR.—Your communication of the 16th instant is at hand. On reply, we will state that we are willing to do the dredging at the Kaministiquia River for thirty-five (35) cents per cubic yard, measured in scows, providing the Department of Customs will allow us to take our machinery there free of duty to do that work.

Should our proposition be satisfactory, let us know at your earliest convenience, that we may not be engaged to other parties.

Very respectfully,

(Signed)

WILLIAMS & UPHAM.

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

|                                                        |               |               | Derar         |            | PUBLIC WORK<br>TAWA, 5th Ma |                       |
|--------------------------------------------------------|---------------|---------------|---------------|------------|-----------------------------|-----------------------|
|                                                        |               |               | you during    | g the seas | on of 1876 t                | o survey the          |
| following harbors and waters :                         |               |               |               |            |                             |                       |
| You wi                                                 | ll furnish ma | aps of your o | operations, 1 | eporting a | any additiona               | l infor <b>mation</b> |
| which you                                              | consider necc | essary to sub | mit to the l  | Ion. the M | inister.                    |                       |
| *                                                      | *             | *             | *             | *          | *                           | *                     |
|                                                        |               | Thunder       | Bay, Lake     | Superior.  |                             |                       |
| *                                                      | *             | *             | *             | *          | *                           | *                     |
| I have the honor to be, Sir,<br>Your obedient servant, |               |               |               |            |                             |                       |
|                                                        |               |               | (S            | igned)     | F. BRA                      | UN.                   |
| William K                                              | ``            | <u> </u>      | S             | ecretary.  |                             |                       |

DEPARTMENT OF PUBLIC WORKS,

OTTAWA, 24th April, 1876.

SIR,—I am instructed to inform you that the sum of \$6,000 has been voted by Parliament for dredging Thunder Bay, mouth of the River Kamiristiquia.

You will at once prepare the necessary specifications for the work and take steps to have it advertized.

The Hon. the Minister is desirous that the work be commenced with as little delay as possible.

I have the honor to be, Sir,

Your obedient servant,

WILLIAM KINGSFORD, Esq.,

Engineer in Charge, Ottawa.

Tender for Works to be performed in Thunder Bay.

THUNDER BAY, 18th May, 1876.

We the undersigned hereby tender to perform the dredging at Thunder Bay, furnishing materials, labor, plant, and to meet any contingencies of any character soever, according to the maps and specifications of the same, to the extent named and in the situation described, in the depths of water as shewn upon the map, or with such modifications as hereafter may be made by the Department of Public Works, in accordance with the rules of the Department, at the following Schedule rates: One hundred and forty dollars per day of ten hours each.

We further agree to undertake to execute the necessary contract, binding ourselves not to demand any increase to the above prices, but to execute and complete the same in a proper and workmanlike manner, in accordance with the specification, to the entire satisfaction of the Department of Public Works.

We propose Archibald P. McKinnon, of Glencoe, Ontario, and John McLeod, of Offa, Ontario, as sureties for the due fulfilment of the contract.

EZRA T. WILLIAMS, L'Anse, Michigan, Contractor.

JOHN H. UPHAM, Duluth, Minnesota,

Contractor.

Dated Cheboygan, Michigan, 18th May, 1876.

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Secretary.

(Signed) F. BRAUN,

Dredging in the localities shewn upon the map and specifications, or according to directions hereafter to be given, with a dredge capable of removing fifty cubic yards ordinary excavation per hour, measured on scow, with accompanying tug and 2 scows; the whole completely manned, furnished with fit fuel, and perfectly effective in all respects, including charges of bringing to and removing the plant from the work.

The Department not being held liable for any damage or loss to the plant from fire, storm or any other cause. Rate per day of ten hours each actually worked..... ..... \$140 (0

We, the above named Archibald P. McKinnon and John McLeod, proposed as sureties, hereby agree to execute such bond or other document as may be required by the Department of Public Works, for the due performance of the contract, according to the specification on which the foregoing tender is made.

> ARCHIBALD P. McKINNON, Glencoe, Ontario, Lumber Merchant.

18th May, 1876.

JOHN McLEOD, Offa, Ontario,

Lumberman.

18th May, 1876.

## $T_{t}$ nder for works to be performed in Thunder Bay.

THUNDER BAY, 25th May, 1876.

We the undersigned hereby tendor to perform the dredging at Thunder Bay, furnishing materials, labour, plant, and to meet all contingencies of any character soever, according to the maps and specifications of the same, to the extent named and in the situation described, in the depths of water as shewn upon the map, or with such modifications as hereafter may be made by the Department of Public Works, in accordance with the rules of the Department, at the following Schedule rates.

Further, we undertake to execute the necessary contract, binding ourselves not to demand any increase to the above prices, but to execute and complete the same in a proper and workmanlike manner, in accordance with the specification, to the entire satisfaction of the Department of Public Works.

We propose John W. Coy, of St. Catherines, and Thomas B. Hart, of St. Catherines, as sureties for the due fulfilment of the contract.

HUNTER, MORSE & CO.,

St. Catherines, Contractors.

Lated St. Catherines, 25th May, 1876.

Liedging in the localities shewn upon the map and specifications, or according to directions hereafter to be given, with a dredge capable of removing 50 cubic yards ordinary excavation per hour, measured on scow, with accompanying tug and 2 scows; the whole completely manned, furnished with fit fuel, and perfectly effective in all respects, including charges of bringing to and removing the plant from the work. The Department not being held liable for any damage or loss to the plant from fire, storm or any other cause. Rate per hour actually worked... \$15 00

42 Victoria.

We, the above-named John Hunter, C. P. Morse, James Murray, C. D. Rudcliffe, proposed as sureties, hereby agree to execute such bond or other document as may be required by the Department of Public Works, for the due performance of the contract, according to the specification on which the foregoing tender is made.

> J. W. COY, St. Catherines, Hardware Dealer.

T. B. HART, St. Catherines.

Contractor.

25th May, 18.6.

25th May, 1876.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 8th June, 1876.

GENTLEMEN,-I am instructed to ask if you are prepared to enter into a contract with this Department for dredging Thunder Bay, in accordance with your tender of 18th May.

I am directed also to inform you that no foreign dredge is permitted to execute works in the Dominion waters without payment of the duty on the machine.

The amount to be expended is \$6,000.

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

Messra Williams & Upham, Contractors.

CHEBOYGAN, MICHIGAN, 12th June, 1876.

SIR,-We have the honor to acknowledge receipt of your communication, asking us if we were ready to enter into contract to do the dredging at Thunder Bay, Lake Superior, and pay duty on the plant taken there.

We are ready to enter into contract to do the work at the price we specified in our bid and give bonds, if necessary, that the plant will be removed as soon as the work is finished, but will not consent to pay duty on it. When we done the work there before we were not required to pay duty by the Ontario Government.

Very respectfully,

(Signed)

F. BRAUN, Secretary, Department of Public Works, Ottawa, Ontario.

TOBONTO, 27th June, 1876.

WILLIAMS & UPHAM,

Sir,-I have the honor to report that Messrs. Hunter & Murray, propose putting the dredge "Guliath," to the dredging at Thunder Bay. As I have reason to believe that it will efficiently perform the work, I beg leave to recommend that I be authorized to place the work in question in their hands.

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

F. BRAUN, Esq., Secretary, Publie Works.

WILLIAM KINGSFORD. Engineer-in Charge.

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(Signed)

F. BRAUN, Secretary.

(Signed)

Telegram.

DEPARTMENT OF PUBLIC WORKS, OTTAWA, 30th June, 1866.

To WM. KINGSFORD, Esq., Engineer in Charge,

Port Burwell :---

You are authorized to accept Hunter & Murray's tender for dredging at Thunder Bay.

(Signed) F. BRAUN, Secretary.

DEPARTMENT OF PUBLIC WORKS. OTTAWA, 26th July, 1876.

SIB,-I am instructed to inform you that the Honorable the Minister approves of your recommendation to put yourself in communication with the contractors for dredging the mouth of the River Kaministiquia, Thunder Bay, in order to attain a price for the continuance of the work, after the Parliamentary appropriation shall have been expended (*i. e.* \$6,000) and that you report to the Department the result of your enquiries.

As the excess of expenditure over the appropriation for Thunder Bay will be charged against the Pacific Railway appropriation, you will keep distinct accounts of the two expenditures; the work in question being undertaken for the improve-ment of the channel, by which access is obtained to the terminus of the Pacific Railway.

(Signed)

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

WM. KINGSFORD, Esq., Chief Engineer, Ottawa.

OTTAWA, 26th July, 1876.

F. BRAUN.

Secretary.

Srg,-I have the honor to bring under the notice of the Honorable the Minister the condition of the work at Thunder Bay, viz: dredging the bar at the mouth of the River Kaministiquia to the depth of 13 feet. The Parliamentary appropriation, \$6,000 will admit but 400 hours work of the dredge, the accepted tender being \$15 an hour.

The high price of the work is caused by the expense of conveying the dredge to Lake Superior from St. Catherines, and it suggests whether it would not be advisable to continue the work, after the appropriation is exhausted, if reasonable terms can be made with the contractor, so as to leave the channel in a more satisfactory condition than the extent of time above named will admit.

I beg leave, accordingly to submit, to the Honorable the Minister the expediency of placing myself in communication with the contractors, and obtaining from them, if practicable, an offer to continue the work after the \$6,000 shall have been expended, and to report for his information the result of my enquiry.

If the contractors name a fair and reasonable price for the continuance of the work, and they be instructed to carry it on to a specified extent, a sufficient channel of the depth required can be obtained under more economical conditions than if the work be kept within the amount of the present appropriation and then discontinued, again to be resumed in another season, with the charge of convoy again to be incurred.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

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

Ottawa.

WM. KINGSFORD, Engineer-in-Charge.

## OTTAWA, 17th August, 1876.

SIR,—I have the honor to enclose the accompanying communication from Messrs. Hunter & Murray, in which they offer to continue the dredging at the mouth of the River Kaministiquia, Fort William, at rine dollars (\$9) an hour when their present contract is closed. I beg leave respectfully to recommend the acceptance of this proposition, and that I be authorized to continue the work to obtain a channel 13 feet deep on a width of 100 feet. This work will doubtless be prolonged until the close of the season. The soundings show that 44,000 cubic yards excavation is necessary to effect this result which will call for ten thousand dollars (\$10,000), say, in excess of the present appropriation of six thousand dollars (\$6,000.)

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

F. BRAUN, Esq.,

(Signed)

WILLIAM KINGSFORD, Engineer-in-Charge.

Department Public Works, &c.

TOBONTO, 16th August, 1876.

DEAR SIR,—In accordance with your desire that I should make you an offer for the continuance of the dredging when the expenditure of the Parliamentary appropriation of six thousand dollars (\$6,000) has been expended, I beg leave to say that I will continue to work under the present contract at the rate of nine dollars (\$9) per hour.

Yours sincerely,

WILLIAM KINSFORD, Engineer-in-Charge (Signed) HUNTER & MURRAY.

DEPARTMENT OF PUBLIC WORKS, 31st August, 1876.

SIR,—With reference to your letter of the 17th instant, recommending the acceptance of Hunter & Murray's offer to continue the dredging at the mouth of the Kaministiquia River at \$9 per hour for their dredge, I am to inform you that you are authorized to accept their offer, and expend an additional sum of \$2,000, reporting the condition of the work before the additional sum is expended.

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

W. KINGSFORD, Esq., Chief Engineer.

(Signed) F. BRAUN, Secretary.

DEPARTMENT OF PUBLIC WOBKS, 4th October, 1876.

SIR,—I am instructed to inform you that the Hon. the Minister approves of your recommendation that a further appropriation of three thousand dollars (\$3,000) be made for dredging the entrance to the River Kaministiquia, and accordingly you are authorized to expend on such work of dredging the sum of three thousand dollars (\$3,000) in addition to the amounts already authorized.

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

WILLIAM KINGSFORD, Engineer-in-Charge Harbors, Ottawa.

(Signed) F. BRAUN, Secretary.

## **ESTIMATES 1877-78.**

#### THUNDER BAY, RIVER KAMINISTIQUIA.

| Appropriation.         | New Vote. | Re-vote. | Total. |                |
|------------------------|-----------|----------|--------|----------------|
| 1876-1877              |           | ······   |        | \$15 per hour. |
| " from Pacific Railway | 3,000     |          | ••••   | y""            |

On the first appropriation 13,266 cubic yards were excavated, the cost being 45c. On the second appropriation, with the reduced price, 8,304 cubic yards, 25c.

To attain a navigation of 13 feet depth, the river proper requires to be dredged at points extending over 5,500 feet, and unless this work be performed by the Department, there is no apparent source whence money can be obtained to carry it on. If the channel be not deepened, versels which pass through the excavated approach will ground in the river.

The length of the shoal where dredging is required is 3 500 feet.

If the channel be limited to 45 feet, much difficulty will be experienced by vessels entering. The south-east winds are frequently troublesome, and unless sufficient width be given for a vessel there is constant danger of grounding. No width under 66 feet, say 3 cuts of a dredge, will be even approximately safe. In fair weather, the 44 feet entrance is even barely sufficient when the channel is properly buoyed. Forty-five feet in the river will be satisfactory if properly buoyed.

The estimate therefore stands as follows :---

|    |          |     |           |         |      |      | Cub | oic yards. |
|----|----------|-----|-----------|---------|------|------|-----|------------|
| То | complete | cut | across sh | oal. 66 | feet | wide | в   | 24,000     |
| "  | "        | "'  | in river  | 45      | "    | "'   |     | 16,000     |
|    | Total    |     |           |         |      |      |     | 40.000     |

Assuming that the contractor will continue at the present prices, say \$10,000 without allowance for contingencies.

But as \$848 remains unexpended of the second appropriation, that sum may be considered as available for any unanticipated difficulty or for additional expenditure in the river.

No appropriation appears in the Estimates.

The Minister marked \$5,000 as this season's expenditure.

KINGSFORD, Engineer-in-Charge.

## OTTAWA, 2nd March, 1877.

OTTAWA, 6th April, 1877.

SIR,-I have the honor to report on the survey of the River Kaministiquia and the work which was performed in 1976.

The survey and examination made under my instructions, by Mr. Michaud, of my staff, included the shoal at the entrance of the river, 3,500 feet across, and the river proper, extending to the Pacific Railway Station, for a distance of 3.62 miles, preliminary to dredging operations to be carried on during the season 1876.

The River Kaministiquia possesses the advantage of forming an excellent harbour for shipping, offering perfect protection against all winds. It presents a marked parallelism to the rivers which have led to the commercial pre-eminence of Chicago and Milwaukee. No other waters in this vicinity extend the same safe haven to vessels loading and discharging.

The winds passing with extreme violence over the bay create seas extremely heavy, which render the mooring of vessels at any exposed wharf impossible.

The drawback to its general excellence is the shoal extending directly across its mouth, 3,500 feet in length.

The river itself may be divided into three sections. It is deepest at the Pacific Station and shallowest at its mouth, where it is less than thirteen foet, generally, with an intermediate distance having between thirteen and fifteen feet depth.

From the entrance to a short distance above Fort William, the river, generally, is ten to eleven feet deep on its whole width, spots of greater depth intervening.

The present design is to obtain a navigation thirteen feet deep at lowest water, and hence, in order to obtain this depth, dredging will be required along the river for 1,600 feet to the west of Fort William. The river there is generally from thirteen to fifteen feet in depth till we arrive at what is called the First River. Sufficient depth is then found to the Pacific terminus wharf, the river varying from fifteen to eighteen feet. The distance from the mouth of the river to the Pacific wharf is 3.62 miles.

The width of the river is generally 350 feet, and it is evident we have here a harbour of rare capacity, equal to any of the requirements of commerce which the enterprize calling it into being may create, giving efficient protection to shipping, with every convenience for wharf construction.

Contracts for dredging were called for by public advertizement, and on the award being made, the work was commenced on 24th July and continued till 14th October. The total amount of 21,570 yards has been excavated at a cost of \$8,050.55.

The amount of the Parliamentary appropriation was \$6,000. On its expenditure, the dredging was continued at the reduced price of \$9.00 per hour, the original contract price having been \$15.00 per hour.

One cut was taken entirely through the shoal, obtaining a width of twenty-two feet. The second cut was worked from both ends as the weather dictated, 800 feet being excavated on the east and 1,000 feet on the west, leaving 1,700 feet yet to be excavated on the second cut.

If the channel be limited to forty-five feet, much difficulty will be experienced by vessels entering. The south-east winds are frequently troublesome, and unless sufficient width be given for a vessel navigating the new channel, there is constant danger of grounding. No width under sixty-six feet, say three cuts of a dredge, will be even approximately safe. In fair weather the forty-four feet entrance is even barely sufficient, when the channel is properly buoyed.

Forty five feet in the river, will be satisfactory if properly buoyed. To attain a navigation of thirteen feet depth, the river proper requires to be dredged at points extending over 3,850 feet, and unless this work be performed by the Department, there is no apparent source whence money can be obtained to carry it on. If the channel be not deepened, vessels which pass through the excavated channel will ground in the shallower water of the river.

The amount of dredging required to complete the cut through the shoal, sixty feet wide, is 24,000 yards, and there are 16,000 yards of dredging required in the river, making a total of 40,000 yards.

If the contractors continue the work at the present price, \$9.00 per hour, the cost of this work may be set down at \$10,000 (ten thousand dollars).

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

(Signed)

WILLIAM KINGSFORD, Engineer in-Charge.

F. BRAUN, Esq., Secretary, &c., &c., Public Works' Department.

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# DEPARTMENT OF PUBLIC WORKS, OTTAWA, 30th May, 1877.

SIR,—Referring to your memorandum of the 2nd March last, respecting the works connected with the improvement of the Kaministiquia River, I beg to inform you that an appropriation of \$5,000, to be defrayed out of the sums granted by Parliament for the Canadian Pacific Railway for the fiscal year ending 30th June, 1878, has been made for the dredging required in that River, and to request you to advise the Department as to the mode you may consider would be most advantageous to adopt in the public interest for the execution of the dre lging required.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

F. BRAUN, Secretary.

WM KINGSFORD, Esq., Engineer, Ottawa.

# OTTAWA, 15th August, 1877.

SIR,—I have the honor to report that the appropriation for the Kaministiquia River dredging is exhausted, and that the work accordingly has been stopped, waiting further instructions from the Hon. the Minister.

The amount already expended is \$14,000.

This harbour was reported upon at length by me, as per margin.

The shoal at the mouth of the river extends over 3,500 feet. Last season a cut to the full depth of 13 feet and 22 feet wide was taken, that is to say: the extent of dredging which can be done from one position of the dredge, and one-half of a second cut, making the total width 44 feet.

The work of this season has been partially to go over the work of last year which, from its narrow width, had to some extent filled in, in completing the second cut, and likewise in dredging the shallow spots in the river which requires to be dredged on a whole length of 5,500 feet.

In my report I had the honor to recommend that the channel through the shoal should be 66 feet in width; the depth to be obtained is 13 feet, lowest water. Owing to the small amount of the appropriation the principal efforts have been given to open up a channel through which vessels could pass to the railway wharf, but a narrow cut of this character is always liable to fill, and for the channel through the shoal to remain open, it should not be less than 200 feet in width.

The contract price for the dredge, &c., was \$15.00 an hour; the price now paid is \$9.00 an hour.

The dredge still remains in the River Kaministiquia to undertake any further work which may be ordered.

I have the honor to be, Sir,

Your obedient servant,

(Signed) WILL

WILLIAM KINGSFORD, Engineer-in-Charge.

F. BRAUN, Esq., Secre ary, Department Public Works.

## DEPARTMENT OF PUBLIC WORKS. OTTAWA, 6th September, 1876.

SIR,-I am instructed to request you to continue the dredging at the River Kaministiquia to the extent of opening out a channel 44 feet wide, two cuts of the dredge through the outer shoal in the Bay to the depth of 13 feet, and, further, to assure that depth through the shallow spots in the river, so as to admit vessels requiring that depth to approach the railway wharf.

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

> > (Signed) F. BRAUN,

Secretary.

WILLIAM KINGSFORD, Esq., Engineer-in-Charge.

## BOWMANVILLE, December, 1878.

SIR,-As a great deal of discussion has arisen in regard to the dredging of the Kaministiquia River and the position of the Terminus of the Caradian Pacific Railway, and as I had to consider these matters professionally when in charge of the railway surveys at Thunder Bay, I take the liberty of drawing your attention to certain circumstances therewith connected, in the belief that my views, as an engineer, may not be without some interest at the present time.

In every discussion relating to the Kaministiquia, the great bar at the mouth of that river naturally occupies a prominent place, and I may therefore premise my remarks by a brief reference to it.

Engineers, as a general rule, in speaking of bars classify them under the two separate heads of delta bars and drift bars. The former, as is well known, have their origin in the aluvium brought down by rivers, while the latter are occasioned by the action of the waves on shallow sandy coast. The bar at the mouth of the Kaministiquia is essentially a delta bar, but it partakes at the same time, to some extent, of the character of a drift bar, inasmuch as the material at its outer, or seaward edge, is liable to be moved and distributed by the surge of the lake.

In all countries, delta bars have been found extremely difficult to deal with and, as a case in point, I may mention the delta at the mouth of the Rhone where vast sums have been expended, under the supervision of skilled engineers, in attempts to improve the navigation, without producing any satisfactory result. On the other hand, drift bars, more especially in tideless seas, are easily overcome by means of dredging and jetties, and as an instance of what may be accomplished in this way I may refer to the sulina mouth of the Danube which was obstructed by a drift bar, but which has been rendered accessible to large vessels by simply dredging a channel across the bar and protecting it by jetties running from the shore to deep water. The Kaministiquia at its delta is divided into three channels, known respectively as the east channel, the middle channel and the big fork, or west channel, each carrying down its share of alluvium to be deposited on the great bar which extends in front of all. Of these, the east channel is the one which has always been used for navigation, and it is in it and on the bar at its mouth that dredging has been going on for some years past.

On this channel, about a mile inland from the lake, or immediately below the point at which the middle channel flows off, the banks are of a height admirably adapted for a railway terminus—neither too high nor too low. This was the place which I had in view for the terminus when in charge of the surveys, and had my

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suggestion been adopted, I should further have recommended the construction of a dam which would have had the effect of causing the water of the Kaministiquia, and with it the whole of the alluvium, to pass by the two remaining channels. In this way, the eastern channel, below the dam, would have been converted into an arm of the lake, without current, and by means of dredging to obtain sufficient width and depth, and jetties to guard its entrance from the action of the waves on the bar, it could have been formed into a good harbour; at least, as good as could reasonably be looked for in a basin of soft river silt.

Far different from the foregoing is the system adopted, if system it may be called, for I am not aware that any clearly defined plan has been acted upon. Dredging has been carried on for years at the mouth of the channel sought to be rendered available, with the effect, as might have been anticipated, of increasing the velocity of its current, and so bringing down by it a large proportion both of the water and the alluvuim which, otherwise would have been carried to the lake, as formerly, by the other too. The consequence is, that the depth of the channel inside the bar, from all I can learn, has been lessened rather than increased, while the bar itself, instead of being done away with, is forming anew farther out in the lake.

Any engineer familiar with the costly and ruinous attempts at producing navigable channels in delta bars at the mouths of large rivers could have predicted this result, and the costly experience gained on this continent and in Europe should have warned those in authority to proceed with caution.

I merely refer briefly to these facts for the present, but shall be prepared to go further into details should you require me to do so. In the meantime, I do not hesitate to say that if the scheme of having the railway terminus on the Kaministiquia is to be persevered in, the only way of obtaining an available harbour for large vessels on that river is the one I have indicated, which, to repeat in brief form, is to send the water down by the middle and castern channels, which can be done by means of a dam thrown across the eastern channel at the point mentioned, then to dredge out and torm a basin of this eastern channel from the dam downwards, protecting it by jetties at its entrance, and in this way making it, in fact, a currentless arm of the lake. In this manner and in no other can the Kaministiquia be made an available harbour to large vessels within any reasonable limit of expenditure.

But this would involve the changing of the terminus from its present inland position to a point much nearer the mouth of the river, and the question could doubtless arise, as to whether the Kaministiquia was really worth all this work and its attendant expenditure, or if a doubt should exist whether the ceasless and costly dredging should not be suspended until such time as the matter could be more thoroughly investigated. Those who should argue in this way would have reason on their side, and their position would be strengthened by the fact that there is already an available harbour in close proximity.

The harbour of Prince Arthur's Landing, now that it is connected by a railroad with the Pacific Railway, is certainly available, and it needs comparatively but little outlay to render it sufficiently sheltered and equal to the accomodation of any traffic that can arise for a lengthened period; indeed, it might be made to accomodate any number of vessels at a very reasonable outlay. This being the case, and considering that the Kaministiquia with its sands and silts is at best a difficult river to deal with, and that the attempts at opening it to large vessels by dredging have proved to all practical purposes a failure, I do think that the harbour of Prince Arthur's should be adopted, at all events, until time shall have demonstrated, if it ever should demonstrate, the necessity of further improving the navigation of the Kaministiquia.

I need not further dwell on the relative merits of the two places, or institute comparisons, more especially in view of the fact that the enterprising inhabitants have, in either case, advocated with no small measure of ability the advantages of their respective localities.

All I suggest is that the useless and costly work so long prosecuted on the Kaministiquia should be suspended or abandoned, and an adjacent port, already available, utilized.

During last Session of Parliament, I handed to the Hon. D. L. Macpherson plans of the extension which I considered desirable at Prince Arthur's Harbour, and these can be at any time submitted to your consideration.

Trusting that I may not be considered intrusive in having brought these matters to your notice.

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

(Signed) WILLIAM MURDOCH, C.E.

HOD. CHAS. TUPPER, C.B., Minister of Public Works, Ottawa.

> PRINCE ARTHUR'S LANDING, ONTARIO, 5th May, 1879.

DEAR SIR,-I beg to enclose you a copy of Report on Kaministiquia sent Mr. S. J. Dawson, M.P., last November, and asked for in your telegram of the 26th ultimo. The telegraph line between Winnipeg and here is in very bad condition, owing principally to inefficient officers at the different stations; hence the delay.

Yours very truly,

THOS. MARKS. (Signed)

F. BRAUN, Esq.,

Secretary of Pablic Works, &c., Ottawa.

PRINCE ARTHUR'S LANDING, ONTABIO, November, 1878.

DEAR SIR,-The dredging of the Kaministiquia still goes on, and on behalf of the inhabitants of Thunder Bay, I beg leave to suggest that you should, as our represen-tative, draw the attention of the Government to the unprofitable character of that work.

The present is the fifth season during which dredging has been continued, and the result is that, practically, nothing has been accomplished, the depth of the channel has not been sensibly increased over the soundings attained in 1873, when the Ontario Government made a cut across the bar. When that cut was completed the smallest class of vessels navigating Lake Superior could enter the Kaministiquia, and at the present moment it is only the smallest class of vessels that can get in. The unusual high water of last season enabled a few large vessels with very light heat

light boats to get in on one or two occasions, but during the present season such vessels as the "Quebec" and "Ontario," of the Sarnia line, have not attempted the Kaministiquia, notwithstanding that the water has not been by any means at its lowest level.

No provision has been made or seems to be contemplated against silting up, and as matters are now managed the storms of winter and floods of spring undo the work of summer. The wash of the waves on the bar and the ploughing of the ice over it, together with the mud brought down by the spring floods, obliterate the dredging, and to show that I am correct in saying so, I enclose a slip from the "Thunder Bay Sentinel," giving Captain Parmiter's views on the subject. Such evidence cannot be gainsaid. Captain Parmiter is a man of high respectibility; was for two years in command of the steam dredge employed on the Kaministiquia, and has otherwise held appointments which show him to be a person deserving of confidence.

I enclose also a pamphlet to which it would be advisable to draw the attention of the Government more especially to that part of it containing the opinions of the most experienced captains on the lakes, as to the safety of Prince Arthur's Landing as a harbour. Captain McDougall, whose statement will be found in the Appendix (page 20) has had experience in harbours beyond the seas, as well as on the great lakes of this continent. Having been much employed in locating elevators in some of the principal European ports, his opinion is deserving of grave consideration. The other captains whose statements are given are all men of the very highest standing in their profession, being disinterested witnesses, and having no interest whatever in giving an opinion contrary to what they conscientiously believed to be a correct one, and they are all equally decided in stating that Prince Arthur's Landing is a safe harbour, in every way superior to the Kaministiquia. But it did not need their evidence to prove its safety, for there is overwhelming and incontrovertible proof of this in the fact that during the eight years of its official record, as shewn in the pamphlet (page 9), not a single accident has occurred to the fleets of vessels which have visited it.

Can as much be said of the Kaministiquia with the constant grounding on the bar of such vessels as venture over its quicksands?

But in reference more particularly to this endless dredging, it appears to me that the following are very pertinent questions :---

1. What is the present necessity for continuing it, seeing that the harbour of Prince Arthur's Landing, even in its present state, is quite equal to the accommodation of all the traffic that can arise until such time as the railroad is completed to Manitoba, and that with the adequate extension to the wharves it could shelter all the fleets that are ever likely to be needed for the trade of the North-West, however extensive that trade may become?

2. Seeing that no engineer ever recommended the Kaministiquia in preference to Prince Arthur's Landing previous to the time at which it was adopted by the late Government, would the present Government be justified in continuing work which experienced men such as the lake captains and many engineers declare to be unnecessary, if not absolutely useless ?

3. Having regard to the fact the Act of 1874 provides that the terminus of the Pacific Railway shall be on the waters of Lake Superior, is it in accordance with law to place that terminus five miles inland, on a narrow, winding and shoal locked stream like the Kaministiquia, with its shifting quicksands and annual deposits of unbounded quantities of silt?

These are questions which should be considered and answered before it is decided to continue the dredging of the Kaministiquia, and then there are other circumstances bearing on the matter which should be also considered; and first in importance is the fact that the harbour of Prince Arthur's Landing is conneced by rail with the Pacific Railroad so that, other circumstances being equal, it is as conveniently situated for all purposes connected with the construction of the railroad as is the terminus at the Neebing Hotel, five miles inland on the Kaministiquia.

There are offices and buildings at Prince Arthur's Landing sufficiently extensive for the accommodation of the staff of the railroad. Why then remove the offices to the Neebing Hotel, or incur the cost of furnishing that building?

Above all, the Kaministiquia would require a vast amount expended in dredging, cribbing, sheet piling and otherwise, before the Neebing Hotel terminus could be rendered really available, while Prince Arthur's Landing requires nothing for the present, and comparatively but little in the future, besides it has an open harbour for at least five weeks after the Kaministiquin is frozen solid over. Everything considered, it would surely be advisable to stay all further expenditure until such time as a report of disinterested engineers can be had on the relative merits of the two places. The public interest cannot suffer by a little delay, for until the railroad is completed no traffic can arise other than what the work of its construction may occasion.

Such reports as are in the possession of the Government are *ex post facto* reports, made after and not before the late Government had adopted the Kaministiquia, and being such would not command public confidence because it would be difficult to make the public believe, in the first place, that an engineer at all likely to report adversely on the action taken by the Government would have been employed, and in the next, that any engineer would report against the interest of those on whom his means of a livelihood depend, more especially in a case which like this,, had assumed a political aspect.

As a sample of the manner in which Prince Arthur's Landing has been treated by the engineers sent out by the late Government, I beg to refer you to a report written by Mr. Kingsford, and published in the Departmental Report of the Public Works for the fiscal year ending 30th June, 1877, (Appendix No. 13, page 61,) in which the following passage occure: "Prince Arthur's Landing is on the north coast of Thunder Bay, about 19 miles from Thunder Cape, and 5 miles from the entrance of the River Kaministiquia."

This passage would seem at the first glance to be a very innocent one, but a little investigation will show that it has been written for a purpose, and not a very creditable one. Mr. Kingsford well knew, as every one who has heard of the Kaministiquia and Neebing Hotel on the one side and Prince Arthur's Landing on the other knows, that the chief cry raised against the Landing by partizans of the river has been that the harbour is exposed, and that the peninsula of Thunder Cape does not sufficiently shelter it in certain winds, because it is too far off. If therefore this Cape could be made to appear to be far off, much farther than it really is, the argument would be all the stronger in favor of the river. The precise distance between the Landing and Thunder Cape has been measured and found to be, as shown on the official maps, 133 miles; yet with this fact before him, Mr. Kingsford states the distance to be "about" 19 miles or 51 miles more than it actually is, while, at the same time, he gives the distance between the Landing and the entrance to the river as being three miles, or half a mile less than the real distance. The moderation of his estimate in the one case would naturally lead people to suppose that it was equally moderate in the other, and the inference would be that the Cape was in reality, or might probably be, about 21 or 22 miles off.

This is an instance of the way in which Mr. Kingsford has reported on matters of high importance, affecting the position of the terminus of our great railway, He should have stated the facts as they actually exist, namely: that the harbour of Prince Arthur's Landing is in a sheltered corner of the northern coast of Thunder Bay; that the bay is eleven miles wide at its entrance and  $13\frac{3}{4}$ , instead of 19, miles wide opposite the Landing, and that in the entrance are numerous islands, making the whole bay like a well sheltered inland lake, while the fleets that have for years frequented Prince Arthur's Landing without so much as a single accident or wreck occurring show it to be an exceptionally safe harbour. To have expressed himself in this way would have shown that he was disposed to make an impartial, not an exparte or partizan report.

not an exparte or partizan report. In the fall of of last year the expost facto survey to which I have alluded, was made of the harbour of Pwince Arthur's Landing. Its object was to show that the cost of wharves at this place would be so great as fully to justify the advisers of the Government in adopting the Kaministiquia before it had been recommended by any engineer. I have not seen the report made after the survey was completed, but I am told that it is precisely such a one as the parties interested in the Kaministiquia desired and expected.

In view of these facts, you will not, I trust, consider me unreasonable in asking you to suggest to the Government that a fresh survey should be made, both of the River and the Landing, and that the engineers charged with making it should be men who have not in any way mixed up in the matter of the Neebing Hotel, the Kami. nistiquia Town Plot, or the unprofitable dredging, to which I have asked you, as our representative, to draw the attention of the Government.

> I have the honor to be, Sir, Yours truly,

> > THOMAS MARKS. (Signed) Reeve of Shuniah.

S. J. DAWSON, M.P.

# From the Sentinel.

"For three years we have labored day and night in opposition to purblind bigotry, selfish interest, and in the face of Government intimidation, often practiced to the bitter end, to convince the public at large of the utter folly, if not criminality, of the attempt to make a harbour of the Kaministiquia, and now, in addition to the testimony of two-thirds of the captains experienced in the navigation of the waters of this district, as recently published in these columns, the evidence of the late captain of the dredge itself, Stephen Parmiter, who has had charge of the dredge last season and this, so far is presented."

# The Interview.

EDITOR "SENTINEL," TO CAPTAIN PARMITER :---

Q. Why have you left the dredge ?--Couldn't agree with contractor.

Q. Is the dredge working to advantage ?-It works well for one of the kind when it is kept in good order.

Q. Is the dredge a first-class one ?-Far from it.

Q. Is it a 2nd or 3rd-class ?---Not as good as a 3rd-class dredge.

Q. What is the capacity of the dredge ?-With dipper in use dredge works from 250 to 300 yards per day.

Q. Is that silt, "alluvial deposit" (as Hon. Mr. Scott would have it), or clay bottom ?-That on the bar is quicksand.

Q. Does stormy weather affect the channel ?--- It does, seriously, and a dredge is required on hand constantly.

Q. The Government ought to own a dredge tug and employ the men ?-Yes; and a good dredge at that.

Q. What depth of water did you leave at the bar last fall ?-Plump 14 feet in the cuts.

Q. What is the width of the cuts ?—Fifty feet. Q. What depth of water did you find in the channel or cuts at the bar this spring when you resumed work ?—Eleven feet, and water is 13 inches lower this season than last; the bar has filled up 2 feet.

Q. Is there a uniform depth of water about the bar?—No; varying from 10 to12 feet; average now, after dredging, about 11 feet.

Q. What is the value of the dredge in use, that you call less than 3rd-class?-If I wanted to purchase that dredge I would not pay over \$4,000.

Q. Why do you hold it so low ?-Because the machinery is all worn and is of the oldest make; now almost out of use.

Q. Your statement would cause a person to think Mr. Kingsford, who acts for the Government, is not particular as to the quantity of dredging done, only to keep up appearance of dredging ?-Cannot say as to that; possibly so.

Q. What force does it require to work the dredge ?-Engineer, fireman, cranesman, deck hand and scowsman; the tug requiring a captain and engineer.

Q. What is about the daily expense of working the dredge ?--Would undertake to run the dredge for \$12 and a tug for \$8, making \$20 per day.

Q. What does it cost the Government at present per day?—Nine dollars and a half per hour.

Q. How many working hours per day?—Eleven working hours per day, making \$104.50 per day.

Q. Is not that a good thing for the Company, Messrs. Murray, Hunter & Co. ?— I should think it was a " big thing."

Q. Who acts on behalf of the Government as Inspector of the dredge ?--Edward Bausett, of Ottawa.

Q. Is he a practical man?—Clever fellow, and earns his \$100 per month, with slight duty to perform.

Q. Does the dredge work regular every week ?---Averages about six days.

Q. Don't the dredge have to frequently retreat into the river for shelter during high winds? - As often as four times per week.

Q. Does the dredge return to work the same day, in the event of a calm?—Very seldom returns same day.

Q. Is that not a great draw-back to the work of dredging at the bar?—Certainly; a great hindrance, there being more time wasted in going out and in the river than work done at the bar.

Q. Under whose direction is the work of dredging going on ?—Mr. Kingsford is Chief of the work and has an Inspector in charge.

Q. Captain, now that you are leaving, who is to engineer the dredge ?-Richard Fairbairns.

Q. Is he a practical dredge engineer?-He has had no experience whatever.

Q. Don't you think the Government (or rather the people) pay pretty dear for the dredging at the Kaministiquia?—Yes, sir; extravagant rates.

Q. Who are Messrs. Murray, Hunter & Co., owners of the dredge? - Mr. Murray is a cannie Scotchman; Mr. Hunter a shrewd Yankee, and Mr. Radcliffe well knows which side of his bread is buttered.

Q. Is there any truth in the report that Hon. Mr. Norris and his partner, Mr. Neelon, are interested in the dredge company?—Cannot say; such men generally "cover up their tracks."

Q. How much would a fair daily payment be for dredge and tug expense?— Forty dollars per day of ten hours.

Q. What did the dredge get last year for service ?—Book shows  $1,185\frac{3}{4}$  hours at \$9.50 per hour,—\$11,264.62 $\frac{1}{2}$ .

Q What was the actual running expenses of the dredge last year ?—\$1,966.02, as per account settled.

What has been gained by last year's dredging ?—The bar gained comparatively nothing, and never will gain much until the place is cribbed. By sinking cribs 20 feet, 1 think, with good stone, well built, would hold. It would take two piers about three-quarters of a mile each.

Q. Have you had practical experience upon harbour improvements ?—Yes; I have had 29 years experience upon that kind of work.

Q. Have you thought over the probable expense of the work of cribbing the mouth of the Kaministiquia River ?--Never figured it close, but believe it would take at least \$1,200,000 to do the job right.

Q. How about cribbing the banks along the river that are exposed to injury?— That would be up in the millions.

Q. Is it a proper place where the dredge scows are emptied ?—It is not a proper place, for the "dumps" are washed from where left, from one cause and another (partly the washing of the river), the bar extends over two hundred (200) feet farther into the bay this season than last.

Q. What do you think of the Prince Arthur Harbour ?—For present trade it answers well enough, and it could be mrde a first-class harbour; there should be more dockage.

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Q. Captain have you visited many harbours in your time ?—Having followed that line of business, I have paid attention to all the harbours along both the American and Canadian frontiers.

Q. Do you recognize any similarity between the entrance to the Kaministiquia River and the harbours of Chicago, Millwaukee, Cleveland and Buffalo ?—Not in the least.

Q. Is there any truth in Captain Symes' statement that the dredge being in the channel caused the "Manitoba", the time she lost her anchor, to go upon the bar?— No truth, whatever.

Q. What caused the "Manitoba" to get aground ?-Because she was not properly managed.

Q. How much water is there below Oliver's mill?—From 9 to 10 feet to mouth of river, and needs dredging in river more than at the bar.

Q. How is it above Oliver's mill?—Have not thoroughly tested all the way to the Government Dock, but near McKellar's Dock there is a bar having only about 9 feet in average.

Q. Captain, you have observed the boats passing up and down the river last season and this; were they loaded ?—Never saw large boats loaded going up or down; it is unsafe for a boat drawing over 8 feet to try to navigate the river.

This is a flat contradiction to the official report of Chief Kingsford's comparison of the rivers named with the Kaministiquia. Mr. K. may know something about the duty of a sapper and minor or the famous water stretches, but he should recollect that comparisons are odious.

# PRINCE ARTHUR'S LANDING AND THE TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

The people of Prince Arthur's Landing having been denied the privilege of connecting a short line of railway, which they have made at their own expense, with the Canadian Pacific Railway at the terminus of the latter at the Town Plot of Fort William, on the Kaministiquia River, and believing that influences have been used, as well in this matter as in procuring the removal of the terminus from the harbour on Lake Superior where the Government had first decided on placing it, to a point far inland, and not in any way so advantageously situated, are naturally desirous that their view of the matter should be laid before the public. For this reason, publicity is given, with reluctance, and as a last resort, to the following statement and documents, in the hope of obtaining, through the weight of public opinion, for the people of Prince Arthur's Landing, that fair and equitable consideration which they justly merit.

> JAS. R. ROAF, On behalf of the inhabitants of Prince Arthur's Landing.

Toronto, 19th March, 1878.

# PRINCE ARTHUR'S LANDING AND THE TERMINUS OF THE CANADIAN PACIFIC RAILWAY.

The people of Prince Arthur's Landing having built a short railroad as a line of communication between their harbour and the terminus of the Canada Pacific Railway, nearly five miles inland on the Kaministiquia, and having been debarred from the privilege of forming a connection with the Pacific line at the latter place, for reasons which, if any exist, have never been explained to them, are naturally desirous of having a clear and unbiassed statement of the circumstances conjected with the deplorable position in which they find themselves placed by, as they believe, an arbitrary exercise of power, laid before the public. Among the grounds on which they claim consideration are the following :

(1.) That from the time when it was first contemplated to open communication with the territories of the North-West, up to the fall of 1874, every engineer who had been employed by the Government in exploring the country reported that the harbour, now known as Prince Arthur's Landing, was the best starting point, and that this led to the formation of their settlement.

(2.) That the Government had formed a depôt and built a wharf at the Landing, confirming them in the opinion that it would ultimately be the terminus of a railroad.

(3.) That the Government of Ontario laid out a town site on the ground which they occupied, and compelled them to pay a high price for their holdings.

(4.) That they have built up a town of respectable proportions, with churches and other public edifices.

(5.) That the population of their town now numbers nearly two thousand.

(6.) That, on finding that the terminus of the Pacific Railway had been fixed at a point some distance inland on the Kaministiquia, they made a line of railroad, at great expense to themselves, so as to form a connection with it, well knowing that without this connection with the leading highway, their settlement must languish and decay.

(7.) That in laying out this line they were guided by the advice of experienced engineers, and that all disinterested persons familar with work of the kind are unanimous in the opinion that their line is located in the proper place.

(8.) That they were first trifled with and eventually denied the privilege of connecting their line with the Pacific Railway, at the instigation of parties interested in crushing their settlement and building up a town on the Kaministiquia.

(9.) That through the sinister influence of these parties they have been subjected to the most cruel prosecution, involved in litigation, and grossely misrepresented to and placed in a false light before the Government and the country; and

(10.) Lastly, they claim and can prove that Prince Arthur's Landing is the natural and proper place for the terminus of the Canadian Pacific Railway; that the reports as to the harbour being exposed are untrue, that it can easily be made to accomodate any number of vessels; and that within the past eight years there have been 1,575 arrivals of large vessels at the port, without so much as a single wreck or even an accident of the most trifling nature occuring; that their statements and complaints are well founded, can, they assert, be made abundantly clear, and a number of documents are annexed, from which it will be seen that they—the people of Prince Arthur—have at least had reason on their side, and that, under very trying circumstances, they have acted with becoming and commendable energy in the endeavour to extricate themselves and their settlement from a very embarrassing position, and it may be added, have shown much moderation and forbearance in urging their claims.

Apart from any consideration as to the superiority of Prince Arthur's Landing as a harbour, it will readily be admitted that, as a matter of simple justice, the people of that place should not be denied such privileges as are accorded to communities elsewhere throughout the Dominion, and it has yet to be shown that the inhabitants of any district, on making a branch line of railway, have been debarred from connecting it with a leading line. On the contrary, branch lines are always considered an advantage to a main line, and that an exception should be made in the case of the Prince Arthur's line must be due to exceptional causes. Such is, at least, the natural inference, and what these causes are or have been is a fair subject of inquiry.

The people claim that they were led to form their settlement by the reports of Government Engineers who, for a long period, had coincided in the opinion that the harbour now known as Prince Arthur's Landing, was the proper starting point for a line of communication with the North-West, and although this, in the event of a better place having been found, might not, of itself, be an admissable argument in favour of adopting their harbour, it should at least entitle them to friendly considera-

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tion in their endeavours to establish communication with that better place. This is about all that they now claim, but at the same time they deny that a better place has been found, and assert that the Government and the country have been deceived by interested land speculators, through whose influence the terminus of our great national highway, instead of being at a harbour on Lake Superior, has been fixed at a point\* nearly five miles inland, on a narrow winding stream which is not adapted for an extended traffic, and which freezes up so early in the fall as to cause the loss of a very considerable part of the season during which navigation is open on the great lakes.

The position will, however, be better understood by a brief review of the principal facts bearing thereon. The history is not a very long one and it cannot be otherwise than of interest at the present time.

That Prince Arthur's Landing was the point first chosen as the Lake Superior terminus of the Pacific Railway is quite evident from the following extract :--

## CANADIAN PACIFIC RAILWAY, OFFICE OF THE ENGINEER-IN-CHIEF, Nov. 5th, 1872.

"DEAR SIR,—The Government having resolved that an exploratory survey should be made of the country lying between Prince Arthur's Landing, Thunder Bay, and the line run by Mr. Henry Carre during the latter part of the last and the beginning of the present year, with the view to the construction of a line of railway from the point first named, I have to inform you that you have been selected to take charge, &c."

(Signed) SANDFORD FLEMING.

WILLIAM MURDOCH, Esq.

Between the date of this letter and the close of navigation in 1874, a new order of things had arisen. The people of Thunder Bay discovered that a point about five miles inland on the Kaministiquia had been adopted as the eastern terminus or starting point of the Pacific Railway, and they knew that the ground chosen was on the land of a company which had become possessed of a very large tract in that direction. In regard to this selection the Resident Engineer reported to the Chief Engineer as follows:—

"September 7th, 1874."

"You will see from the windings of the river immediately beyond there, that steamers could not go or pass each other, up or down, and at that point the river level is twenty-seven feet lower than the banks, with level plateau on top gradually falling to the river mouth.

"I would respectfully submit for your consideration, the propriety of producing the line towards the mouth of the river, to obtain a lower level and longer navigation in the fall of the year.

"(Signed) WILLIAM MURDOCH,

" Ingineer C. P. Railway, Thunder Bay District.

So that if the Kaministiquia was to be adopted, the mouth of the river, and not the ground of the great land company, was the proper place, which it no doubt was, from an engineer's point of view, and it may be added that the land, for two miles from the mouth of the river upwards, was at that time unpatented, and although partly settled upon, might have been obtained at a moderate price. It is thus evident that, both in regard to advantage of locality and economy of the public funds,

<sup>\*</sup>The Government dock, at the present terminus, is precisely four miles and sixty-five chains inland, by the river, from the outer margin of the shoal at 12 feet of water.

the recommendation of the Resident Engineer was a good one. But it had not pleased the land speculators, and finding himself beneath the frown of power, Mr. Murdoch soon afterwards left the service.

The people of Prince Arthur's Landing, seeing that they were thus to be cut off. in the course of the following summer, set about devising ways and means to form a connection at their own expense, but in the first place they addressed a petition to the Minister of Public Works and to the House of Commons, setting forth the position in which they were placed, and praying that the line might be extended to their settlement where they claimed that the harbour accommodation was all that could be desired, immediately on the navigable waters of Lake Superior, and susceptible of extension at comparatively small cost. This petition did not elicit a reply. They were not, however, to be discouraged by official contempt, but setting vigorously to work at once formed a company, subscribed a considerable amount of stock, and obtained a grant of \$35,000 from their municipality. Still desirous of acting in harmony with the authorities of the Pacific Railroad, and wishing to take no steps without their sanction and approval, in the winter of 1875-76 they sent their Reeve, Mr. Thomas Marks, to Ottawa. This gentleman, in company with the Dominion and Ontario representatives of the district, together with several other Members of Parliament, waited on the Premier, but in the first place he addressed to him the following letter :---

OTTAWA, April, 1876.

SIR.—I have the honour to inform you that the Municipality of Shuniah has granted a bonus of \$35,000 to aid in the construction of a railroad between Prince Arthur's Landing and the terminus of the Pacific Railroad, at the town plot of Fort William.

The intention is to grade the line, build the bridges across the two streams, and get out the ties and then hand it over, in every way ready for the rails, to the Government.

The distance is about  $5\frac{1}{5}$  miles, and the ground presents no engineering difficulties whatever, being as nearly level as can be, with only the two small streams to bridge. Among the advantages claimed for this line, which would, in fact, be an extension of the Pacific road for five miles to the eastward, are the following :---

1. The harbour of Prince Arthur's Landing remains open generally to the end of December, never closing before the middle of that month, so that it would be accessible long after the Kaministiquia had closed. Ever, up to the 10th of January the ice is never so thick as to inconvenience a steamer with sheated bows.

2. In the event of a railroad being carried to Sault Ste. Marie and thence to Batchawana, steamers might be run from the latter place to Prince Arthur's Landing up to the end of December at least, for Lake Superior, outside the land-locked bays and rivers, is as open through November, December, and part of January, as in summer. Pending the construction of a railroad north of Lake Superior, this would give eight months of easy communication through Canada to the North-West, and when agricultural produce comes to be carried from the interior, two months additional for its conveyance in the fall would be a matter of great importance.

3. The population of Prince Arthur's Landing now numbers 1,250 people, who have, under many disadvantages, established themselves at that place. They have built four churches and made various improvements, and this extension would tend to promote the prosperity of Prince Arthur's Landing as well as that of Fort William.

It may be added that the Municipality of Shuniah is well able to provide for the work proposed, being without debt, and having due to it on land taxes alone over twenty thousand dollars, so that its debentures will command a fair price.

The by-law granting aid to this railroad is legalized by the Legislature of Ontario, and the Act of last Session amending the Act relating to the Municipality of Shuniah, makes provision for the carrying out of the by-law and the imposition and collection of taxes to meet the bonus. I have been deputed by the Council of the Municipality of Shuniah, together with several others, to wait upon you in reference to these matters, and would feel greatly obliged if you would name a day in the beginning of next week for an interview when it will be convenient for you to see us, as business matters will necessitate my leaving Ottawa on Tuesday evening next.

I have the honour to be, Sir,

Your most obedient servant,

(Signed)

THOMAS MARKS, Reeve, Municipality of Shuniah.

Hon ALEX. MACKENZIE, Minister of Public Works.

In course of the interview which followed, the Reeve offered, on the part of the **people of Prince** Arthur, to grade the line, put on the ties and hand it over ready for the rails to the Government. He also said that, in the matter of location, they would be guided entirely by the advice of the Government Engineers. The Premier expressed his satisfaction, remarking that the offer was a very good one, and said further, that he would have much pleasure in laying the matter before his colleagues. Satisfied with these assurances, the Reeve returned to Thunder Bay, and the people of Prince Arthur went so vigorously to work that, by the fall of 1876, they had the grading of their line in great part completed.

By this time, however, they had become painfully aware that the land speculators of the Kaministiquia were using every endeavour to thwart their enterprise, and some correspondence which they had with the Government convinced them that they had but little favour to look for.

On the 2nd of October, 1876, the Engineer of their road addressed a letter to the Department of Public Works, sending with it the plans and book of reference required by law to be handed in in such cases. Instead of receiving a friendly reply, he was informed by letter bearing date the 26th of the same month, that "as the boundary of the Province of Ontario is still unsettled, it cannot be claimed that the proposed railway is entirley within that Province. If it be entirley within that Province, the Railway Act of 1876 will not apply. If it be not within the Province, then the Act of incorporation is without authority, &c." So that, in any and every conceivable case, the people were in error, and must stop their railway. This letter is rather a singular one for an official paper, more especially in view of the fact that in 1874 a conventional boundary had been established far west of the proposed railway. The Minister had evidently forgotten that Ontario was exercising jurisdiction, with the concurrence of the Dominion Government, and had courts of law and all appliances for the administration of justice at Thunder Bay. The letter is of interest, however, as showing how wit, although of a rather ghastly character, can be introduced in official documents, and still more so, as exhibiting the desire that existed at headquarters to stop the building of the Prince Arthur's Landing and Kaministiquia Railway, and it is difficult to disconnect this desire from the great land speculation on the Kaministiquia.

Nothing daunted at this rebuff, the people of Prince Arthur's Landing still pressed their work ahead, and in the winter of 1876-77, again sent their Reeve to Ottawa, with instructions to inform the Premier that their line was ready for the rails, and that they were prepared to hand it over free of charge to the Government, stipulating only that the rails should be put on, and the line adopted as a switch or branch. But in order that the history may be consecutive, it is necessary to notice another official letter. Matters had, at the time last referred to, arrived at a point that rendered some professional opinion necessary to justify the selection of the terminus on the property of the great land company of the Kaministiquia, and on Mr. Borron, M.P., for the District, bringing the matter again to the notice of the Minister,

the Chief Engineer of the Canadian Pacific Railway was applied to, and he addressed a letter, bearing date the 28th February, 1877, to the Secretary of the Department of Public Works, a copy of which was handed to Mr. Borron for information. In thisletter the following occurs:-

"It has always been held important to reach the navigable waters of Lake Superior by the shortest and best line of railway from the prairie country. This was the governing principle which led to the terminus being fixed at Fort William." In this short sentence, there are no less than three inaccuracies-

1st, That the navigable waters of Lake Superior have been reached; 2nd, that the terminus is at Fort William; 3rd, that the shortest and best line has been adopted.

The truth is, the terminus has been fixed, not on the navigable waters of Lake Superior, nor even at Fort William, but at a point far up on the Kaministiquia to which the name of Fort William Town Plot, although it is distant from and has no connection with or any relation whatever to Fort William, has been applied. And, as to the shortest and best route having been chosen, it is only necessary to refer to the accompanying map to see that Murillo Station, a point ten miles inland on the railway, is as near to Prince Arthur's Landing as it is to the present terminus, and it is as well known that the ground in both cases is the same, being low and swampy. Moreover, by running the line from that station to Prince Arthur, the navigable waters of Lake Superior would, in reality, have been reached, whereas the present terminus is not on the navigable waters of Lake Superior, as stated by the Chief Engineer, and as the Act of 1874 required, but five miles inland, on a stream which has not as yet been, and perhaps may never be, made navigable, except to small or light vessels.

The Chief Engineer, in the letter under consideration, goes on to say that "the branch line to Prince Arthur's Landing would constitute an extension of the line." It certainly would not have done so-would not in fact have been necessary-had the proper line been adopted in the first instance, and, even now, it forms the very shortest practicable way from the "fixed" terminus to the navigable water of Lake Superior.

The Chief Engineer further says that "the parties at Prince Arthur's Landing are probably right in stating that the navigation at their village is open somewhat later in the fall than the river is at Fort William, but this has always been held to be due to the fact that the coast at Prince Arthur's Landing is exposed."\*

It would be difficult to conceive of any particular right that his highness the Engineer has to adopt a supercillious strain in talking of the parties at Prince Arthur and their village, but, to let that pass, it has been shown and is a well established fact, that the openness of the navigation at Prince Arthur's Landing in the fall, notwithstanding the disingenuous statement of the Engineer, is due to other causes than exposure, and, in this regard, attention is invited to a letter hereunto annexed, from Captain Dick, a gentleman who, it will be admitted, should know quite as much about navivigation and navigable waters as the Chief Engineer of the Pacific Railway. As to the parties at Prince Arthur's Landing being "probably right in stating that the navigation of their village is open somewhat later in the fall," it is well known that the waters of Lake Superior, even in sheltered bays, do not freeze until the winter is far advanced, while the Kaministiquia closes with the first moderately hard frost.

In November, 1872, the Chief Engineer had adopted Prince Arthur's Landing Landing as the starting point of the railway. There was no word of an exposed coast at that time; but, in 1874, he seems to have quite changed his views and had selected a point over four miles and three quarters up the Kaministiquia, on the lands of the great speculators, and that, too, against the emphatic advice of his immediate subordinate, who recommended the more open location near Fort William; that is, the real, not the falsely named, Fort William-where the land might have been had for nothing, or at a moderate price.

It may be doing injustice to the Chief Engineer to imply that he is responsible for fixing the terminus where it now is. He does not say so in his letter, but, on the

<sup>\*</sup> The full text of this letter will be found in the appendix.

contrary, distinctly states that it had been fixed at Fort William, knowing well, at the same moment, that it was actually established far inland from Fort William, on a bank twenty-seven feet above the river level, and on lands embraced in the great speculation. What means this equivocation?

But, to proceed, the delegate from Prince Arthur's Landing, Mr. Thomas Marks, reached Ottawa in the end of March, 1877, and in the beginning of April waited for the second time on the Minister of Public Works, accompanied, as in the first instance, by several Members of Parliament. The Minister received the deputation very courteously, but avoided giving any answer to the Reeve's application for rails to complete the line, saying that they would not be required until the Pacific line was completed. He, however, without the slightest hesitation, promised to allow the line to be connected with the Pacific road. The Reeve then suggested that, in order to avoid any possible misapprehension on the part of the local officers, it would be well that he should have an official letter, informing him that leave to connect had been granted. The Premier assured him that the required letter would be written, and so the interview ended.

After waiting for the promised letter for a reasonable length of time, the Reeve addressed the following to Mr. Borron, M.P.:--

# (Copy.)

TORONTO, 25th April, 1877.

My DEAR SIR,—The first boats are advertized for 1st May, and I must then proceed to Thunder Bay.

It would oblige me greatly if you could get the promised letter from the Premier before that time. All we want is leave to connect our little railway with the Pacific line, and the Premier having promised this, it is desirable that I should have the letter so as to prevent any misunderstanding with the officers in charge at the Kaministiquia.

Mr. Fleming said he would have preferred our connecting lower down, but we had no encouragement to go that way when the line was located first, and believing that it would be better, on our part, to avoid all interfence with the Government works, such as switches, grades, sidings, &c., about the wharf and below it, we went a little above the round house, where the ground is perfectly level.

We acted for the best, and in accordance with the views of such of the Government Engineers as favored us with their opinion, and having now expended so much on the line we cannot afford to alter it, but our connecting in the meantime need not prevent any arrangement which the Government may desire from being carried out in the future. All this will be readily understood, and you will see how necessary it is that our work should be done in harmony with the officers of the Government.

Trusting you will bring this matter before the Premier.

I remain yours truly,

(Signed) THOS. MARKS.

E. B. BORBON, Esq., M.P., Ottawa.

To this letter the following reply was promptly received :--

(Copy.)

OTTAWA, 27th April, 1877.

MY DEAR SIR,—I duly received your letter of the 25th, and lost no time in laying it before Mr. Mackenzie. I enclose his reply which, I am sorry to say, is still vague and unsatisfactory. I still believe, however, that you will be allowed to connect with the C.P.R. west of the terminus on the Kaministiquia.

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In the long run, I think you will have no cause ever to regret that the Government has not accepted your liberal offer. In my humble opinion, the Government will be glad to buy your little railway, ultimately, at a good price, instead of getting it for nothing. You must not, therefore, be discouraged. I will, you may rest assured, continue to do my best for you and the others interested in this undertaking.

And remain, my dear Sir,

Yours very truly,

(Signed) E. B. BORRON.

THOMAS MARKS, Esq., Toronto.

The private letter enclosed with the foregoing was, as Mr. Borron had described it, "vague and unsatisfactory." It served, however, to convince Mr. Marks that it would be in vain to look to the Dominion Government for aid, and with this conviction he purchased and sent forward the necessary quantity of rails.

The people of Prince Arthur's Landing then set to work to complete their road, laying the rails up nearly to the Pacific line, but forbearing to make any attempt at connection until the formal leave promised by the Premier should be obtained. In this position of matters, instead of being furnished with the expected letter, they were served with an information in chancery at the suit of the Attorney-General, which compelled them to stay work.

But this was not all, they knew well that these proceedings had been instigated and set on foot by the land speculators of Kaministiquia, of whom it is no injustice to say that they had, in their own collective and individual interests, opposed the undertaking from the first, and used every influence at their command to crush the settlement at Prince Arthur. To the tender me. cies of these men the people were handed over by the beneficent Department of Public Works; they protested, but in vain; they showed that false witness had been borne against them, but a deaf ear was turned to their complaints; they sent in petitions but they were treated with contemptuous silence.

There is now no course left open to them but to appeal to the sympathies of their fellow citizens of the Dominion of Canada, and it would be well that the people generally should calmly contemplate the position.

Far away, on the distant shores of Lake Superior, a small community of our fellow countrymen have established themselves. They are Canadians of English, Irish, French and Scotch descent; three hundred miles of wilderness intervene between them and the nearest Canadian settlement; and, in winter, they are shut off from all the world besides. With unparalled energy, they have hewn out a home for themselves in the wilderness, and built up a town of respectable proportions, where well graded streets, numerous churches, school-houses and other edifices give evidence alike of their industry and public spirit. They look upon the locality as one of the most beautiful conceivable, and take no little pride in pointing the passing traveller to their fine and spacious harbour, to the natural terraces of their town, rising one over the other with singular regularity, and running parallel with the coast, to the towering capes and green islands across the bay and the blue outline of Isle Royal in the sea like lake. They are naturally attached to a place where they have striven so hard, and where, until "the dark shaddow of the land shark came, the anticipations of the future had lightened the toil of the present. And there was much in the circumstances to justify the brightest anticipations. Their harbour was at the head of navigation, and nature seemed, in their eyes at least, to have marked it for the place where the coming harvests of the Great West were to be exchanged for the merchandize of the east. But the speculators came. Forty thousand acres were bought up on the Kamnistiquia and the terminus of the Great Railway made a sudden jump to these lands. They were not, however, to be discouraged, but with

an energy becoming their previous record, combined their scanty resources and, with the help of a small grant from the Ontario Government, built, ironed and completed six miles of railroad. They flattered themselves that every obstacle had been overcome. The speculators who had opposed them by every means in their power, at the point of the law and through strong but occult political influences, seemed for once to be quiescent, and they had been promised the privilege of connecting their railroad with the Pacific line by the highest authority in the land. Such was the position when, all at once, the Dominion Government, wielding the whole power of the people, came down upon them to stamp out their enterprize. In no country, however despotic its government, has a more cruel act of tyranny ever been perpetrated. The people of Prince Arthur are now, so to speak, prostrate beneath the iron heel of power, and in their distress, send their appeal across a wide expanse of wilderness, over inland seas fast in the icy grasp of winter, to their far distant countrymen. Will they appeal in vain?

It is necessary, however, to make their case somewhat clearer, and a glance at the great land speculation may serve to elucidate it.

## THE KAMINISTIQUIA LAND SPELULATION.

The Public Accounts and recent discussions in the press will have made the people, generally, aware that a sum of \$50,000, or upwards, was paid for about 100 acres of land on the Kaministiquia, which had been a short time previously bought by the vendors at the usual low price of wild lands in remote districts. The leading parties interested in the sale are known to hold as much as forty thousand acres on and in the vicinity of Kaministiquia, two thousand of which are in the neighbourhood of the lands sold at such a profitable rate to the Government. Let this comparatively small portion, say twenty hundred acres, be multiplied by \$50,000, the price of one hundred, and some idea may be formed of the magnitude of even this little part of the speculation; for, as a matter of course, if the captured terminus could be fixed and retained on the Kaministiquia, and Prince Arthur's Landing and its harbour on Lake Superior entirely cut off, the future value of the lands would be, beyond doubt, very great. The speculation was therefore one which gave the prospect of returns running up to millions, and when this is considered it may well be imagined that the parties interested in it-and it is said to have its ramifications in close relationship to high places-would use every influence at their command to crush out an enterprize which threatened to interfere with their hoped for gains.

A great cry has been made about the celebrated Neebing Hotel purchase, but all the evidence so far made public goes to show that it was a mere vulgar bit of sharp practice, involving the country in a loss of not more than three or four thousand dollars, and it is but reasonable to suppose that the speculators are rather pleased than otherwise at the ceaseless din about a crumb, comparatively so small, for it serves to divert public attention from the far larger schemes of profit which are being cunningly, surely and deeply laid. The people of Prince Arthur's Landing stand in the way of these schemes, and hence the desire to crush them and their railroad. Hence the necessity of condemning their harbour.

# THE TERMINUS; WHO FIXED IT ON THE KAMINISTIQUIA?

The Chief Engineer, in his official letter, annexed, says it was fixed at Fort William, but this seems very doubtful. A glance at the accompanying map will show that Fort William and the terminus are miles apart. It is at the upper extremity of a block of land called the Town Plot of Fort William, about five miles inland from the navigable waters of Lake Superior, that the terminus has been fixed, the very place condemned by Mr. Murdoch, the first District Engineer, whose report against it has been already quoted. Who, then is responsible? Was it Mr. Hazlewood, the Engineer who succeeded Mr. Murdoch? Certainly not, for he had by far too much regard for his professional reputation to farther such a selection. It is

due to his memory to say that he was not in any way responsible for it. The selection was made in the fall of 1874, and he was appointed to the charge of the district only in the spring of 1875.

It has been claimed that the terminus is at the head of navigation and that it was brought there to make the railway so much shorter, but the Kaministiquia, if it must be called navigable, is quite as much so for several miles above the terminus as it is at it or below it. If, therefore, the object was to shorten the railway, why not go still further up? Two miles further up, the ground is equally good; two miles lower down it is vastly better, and the land, in both cases, was cheaper; might, in fact, have been obtained for a tenth part of the price paid for the present site. Whv. then, select the particular point chosen? It would be preposterous to suppose that the fact of the ground being owned by Mr. Adam Oliver had anything to do with it, unless it were that his reputation for generosity and well-known reluctance to be the recipient of public money, had led the Government to suppose that he would make a free grant of the land. It would be equally absurd to imagine that the selection was a matter of mere accident, so that, everything considered, it must be regarded as one of those mysteries which it is impossible to unravel.

### PRINCE ARTHUR'S LANDING AS A HARBOUR.

The documents appended show that Thunder Bay is a perfectly safe and well sheltered harbour, and the subject is so fully treated in Captain Dick's letter, as well as in the statements of the other captrins (see appendix), that further comment seems to be almost unnecessary. These and the following official record should, and no doubt will, dispel any erroneous impression which the reports put forth in the interests of the land speculators may have occasioned :--

#### A STATEMENT,

Showing the number of vessels and their tonnage that have entered inwards and cleared outwards during the fiscal years, ending the 30th day of June, 1875-6-7, and for the four months and 20 days that have expired of the present current fiscal year of 1878:

|         | Br          | itish.  | U. 1      | States. | 1      | lotal.  |                    |
|---------|-------------|---------|-----------|---------|--------|---------|--------------------|
| Yrs.    | No.         | Tons.   | No.       | Tons.   | No.    | Tons.   |                    |
| 1875,   | 121         | 50.022  | 46        | 11.720  | 170    | 71.742  |                    |
| 1876,   | 171         | 76.628  | <b>57</b> | 6.542   | 228    | 86.170  |                    |
| 1877,   | 169         | 103.487 | 155       | 16.209  | 294    | 122.696 |                    |
| 4 ms.   |             |         |           |         |        |         |                    |
| 1878,   | 137         | 70.956  | 86        | 32.754  | 223    | 103.710 |                    |
| Totals, | <b>5</b> 96 | 311.093 | 317       | 73.225  | 915    | 384.318 |                    |
|         |             | (\$     | Signed)   | PI      | ETER . | NICHOL  | SON,<br>Collector. |

Port of Prince Arthur's Landing, 20th November, 1877.

in 1869 Prince Arthur was first acknowledged by the Dominion Customs in being made an out port of Sault Ste. Marie. From that time until it was raised into a port, or district of itself, and the out-ports of Fort William and Silver Islet were made as part of it-which change took place the 1st day of July, 1874-Mr. Cozzens was the sole Customs officer here, and for the time, from 1869 to July 1st, 1874, he gives the following statement of arrivals at Prince Arthur's Landing -

|     | 614 steamers, of<br>46 sail vessels |                        |  |  |
|-----|-------------------------------------|------------------------|--|--|
| Add | 660 vessels<br>915 "                | 468.610 "<br>384.518 " |  |  |
|     | 1575 "                              | 652.828 "              |  |  |

That have arrived at the *docks* of P. A. Landing alone (out-ports arrivals not included). This combined list of arrivals only, not arrivals and departures added together, shows that in the eight years of its official record, 1,575 different landings have been made at its docks as above, without a dollar of damage, either to vessel or cargo, either on the docks or afloat, while for several years its dock accommodations were none, or very poor, with no harbour lights until 1875, except private ones.

Not a single disaster of either life or property, as yet, mars its maritime records. No unjust criticism can detract, or friendly praise increase its successful past or promising future. The dockage system at present consists of two docks, one a Government dock, extending out some 600 feet, with an ell 200 feet, and the private dock of Messrs. Thomas Marks & Brother, soon to be about 600 feet long. Both have large warehouses, but there are neither the dock or warehouse facilities needed for supplying its lake business."—(From the Thunder Bay Sentinel.)

Fifteen hundred and seventy-five vessels, having an aggregate tonnage of 652, \$28 tons, coming and going, without so much as a single accident occurring, is surely such a record as few harbours can show. It should be remembered, too, that many of these vessels, through a series of years, had to meet the ice of early spring and encounter the storms of autumn, and yet not one disaster nor damage even to the extent of a dollar to mar the record. The land speculators of the Kaministiquia and their partizans may howl about "exposure," but such facts as these should be rather stubborn things even for an Engineer-in-Chief to get over.

In further reference to the documents annexed, it may be remarked that as regards statements and certificates, their value must, in a great measure, depend on the character, the position and the experience of the parties who furnish and endorse them. Inaccurate certificates are, unfortunately, too often and too easily obtained, when a purpose has to be served, from parties whose position-social, commercial or professional -- cannot suffer from making them. A notable, and it may be added, a melancholy instance of this is afforded in the numerous reports and statements put torth by the land speculators and their friends asserting the excellence of the narrow, winding, shoal-locked and early closing Kaministiquia, as a harbour. The statements to which attention is now invited are very different from these. They emanate from men who stand high in general estimation, from avigators to whose care are daily committed, in no limited degree, the property, the safety, even the lives of the general public. Captain Dick is well known throughout Canada as one of the oldest, most experienced and most successful captains on the Lakes, captain the takes and the takes are the successful captains on the Lakes are the successful captains Anderson has been in command of the propeller "Quebec" of the Beatty Line, the largest Steamer on the inland waters of Canada, since she was built. Captains McKay and McDougall, who command the two largest United States Steamers on the Great Lakes, the floating palaces, "Manistee" and "The City of Duluth" are surely well qualified to express an opinion as to a harbour. Captain Tate Robertson, of the large side-wheel Steamer, the "Frances Smith;" Captain E. Robertson of the propeller "Ontario," a sister steamer to the "Quebec," and next to her in size, and Captain Kennedy of the propeller "City of Owen Sound," are all gentlemen at the very top of their profession, and would not be likely to, in fact, in their position dare not, hazard assertions in regard to a matter of navigation that were not perfectly correctly and they one and all agree in representing Prince Arthur's Landing as an excellent and safe harbour. Captain Barton Atkins, the well known licensed American pilot and shipmaster, in a few well written sentences endorses the opinions of the others, and Captain Tretheway, who runs a small local propelter in all kinds of weather at Thunder Bay, is surely well qualified to express an opinion as to the safety of its navigation. He ran his vessel on Christmas day, last year, to Silver Harbour, which was very long after the Kaministiquia had been sealed up with ice.

#### THE POINT OF CONNECTION-IS IT PROPERLY CHOSEN?

To anyone who has followed this narrative, it must be pretty evident that there never existed any real intention, on the part of those who controlled the Pacific line, to allow the Prince Arthur's line to be connected with it. When it appeared probable that the people of Prince Arthur would be unable to complete their line, the privilege of forming a connection was readily promised. When it became evident that they both could and would complete it, that promise was broken, on the ostensible ground that they had not selected the proper point of junction. The result would have been the same whatever point they had chosen. The land speculators, whose influence was all powerful, had to prove that the Kaministiquia was the proper harbour. They feared that not a vessel would enter it with a branch line to the Landing available. If they had entertained no such fear, what harm could a connection have done them, while, in the meantime, it would have been very useful to the contractors in sending forward their supplies. That the best place was selected, a glance at the map will show. Every disinterested engineer in the district coincided in the opinion that the little railroad was admirably laid out, and the point of junction wisely chosen, and there are declarations from Mr. Moberly, Civil Engineer, and from Mr. Furlonge, Provincial Land Surveyor, which are perfectly conclusive on the subject. Perhaps, in this regard, the opinion of the former engineer of the district may be of value and here it is :-

## BOWMANVILLE, 1st October, 1877.

DEAR SIR,—In reference to your enquiry as to whether, in my opinion, your short line of ailroad leading from Prince Arthur's Landing to the town plot of Fort William is properly located, I beg to say that, as it runs in as direct a course as possible from the one place to the other, and being on favorable ground, I do not see how you could have located it otherwise. I may also say that, in my opinion, the point of junction with the Canadian Pacific line is wisely and properly chosen, as it is clear of the sidings of the latter, and avoids the steep grade at the bank of the Kaministiquia and is not, moreover, in a position to cause the least inconvenience in working either line.

Very truly yours,

### WILLIAM MURDOCH.

THOMAS MARKS, Esq.,

Prince Arthur's Landing.

This is very clear and explicit, and coming from an engineer of great practical experience, as well as scientific skill, it cannot well be controverted, more especially as it coincides with the opinions of all other disinterested engineers who have visited the ground, without one exception.

(Signed)

This being the case, the question again arises, why should the privilege of forming a connection have been refused? Solely for the reason that the harbour of Prince Arthur was regarded as a rival to the Kaministiquia. But was it in the public interest that it should be stamped out on that account? Was it fair that the whole power of the people of the Dominion, as represented by the Government, should be called into play to crush that portion of the people of the Dominion who had sought a home in the wilds of Lake Superior, and who, instead of being guilty of any crime, were engaged in a laudable and patriotic enterprize? Can there be a worse or more terrible tyranny than that which ruins the many to build up the fortunes of the few? Can anyone doubt that these troubles are due, primarily, to the land speculators, or for a moment suppose that if the district had never known the blight of their presence there would have been any trouble at all? If distant settlements are not to be protected and fostered, how are our vast wilds to be peopled? The Colony of Prince Arthur is of great value to the Dominion at large. It is a nucleus whence settlement is stretching to the adjoining country, and a centre to which miners come from all parts of the continent. Its trade is already considerable, but if the present policy is to be permitted to continue, the people will, in a short time, be scattered to the four winds of heaven, and that is precisely the end which the speculators of the Kaministiquia wish to see brought about.

Let it not be supposed that these remarks are dictated by any political feeling or bias. It is a matter in regard to which people of all shades of politics feel pretty much alike, and, as an evidence of this, an extract from a speech recently delivered by Dr. Clarke, M.P.P., in the Legislative Assembly, is put in the Appendix. It will be seen from it that he (Dr. Clarke), a life-long Reformer, condemns the policy pursued towards the people of Prince Arthur's Landing, in language far stronger than any which has been made use of in this statement.

### A NEW SURVEY OF PRINCE ARTHUR'S LANDING HARBOUR

was ordered by the Government of the Dominion last fall, and it suggests a few reflections:-

What was the real object of this survey? Was it to ascertain whether the harbour at the Landing was really the best? If so, it amounted to an acknowledgment that the proper investigation had not been made before adopting the Kaministiqua. No one who has read the foregoing will, for a moment, suppose that it was for the purpose of doing justice to, or benefitting Prince Arthur's Landing. And there can be nothing more certain than that the engineers were sent to make the survey under circumstances which placed them in a very false position. They were not, of course, told so, in as many words, but they could not be otherwise than aware that the object of the survey was to discover something which might support the position taken by the Government in condemning the one place and adopting the other. They knew and could not but know that their survey was a political one and that, however favourably they might be impressed with the Landing, their report could have no such practical result as to lead the Government to abandon the Kaministiqua, where lands had been bought and such vast sums expended, and acknowledge itself in error by adopting the harbour of Prince Arthur. They knew that it would be very unpleasant to the Government should they find themselves compelled, in the interests of justice, to report against its policy in choosing the Kaministiqua, and they knew, also, that it would be very agreeable to the Government if their consciences would permit them to report that the locality was exposed, that the waves beat and winds blew and that it would take an expenditure of millions on wharves to render it safe, inasmuch as such a report would tend to put it through the Government, in a better position before the country and lead the public to suppose that the great land purchase on the Kiministiquia was a matter of necessity after all. It was, therefore, a politically immoral proceeding to place the engineers in this position.

The work was unquestionably of a political character, and a sort of *ex post facto* work at that, and professional men should never be placed in a situation where they could in any way feel that the smile of their superiors in office would be on the one side, perhaps the wrong side, and their frown on the other. In any case the measurements of the engineers will be given with perfect fidelity; no one can doubt that. But it is just possible, in fact highly probable, that ideal wharves, calculated on the imaginary traffic of the far distant future, with their attendant cost of millions, may astonish the world and bring peace to the troubled dreams of the alarmed land-holdors of the Kaministiquia.\*

## THE COST OF WHARVES AT PRINCE ARTHUR'S LANDING

Has been calculated by engineers employed by the people of that place, and they, together with the captains of vessels, whose experience should be worth something,

<sup>\*</sup>This anticipation, to judge by the reports in the papers, has already been in part verified.

are unanimous in the opinion that an extension of six hundred feet to the present wharf would meet the requirements of the shipping for a long time to come. This extension would cost at the outside \$45,000 (forty-five thousand dollars), and that is a sum little more than equal to a years' cost of the incessant dredging demanded on the Kiministiquia, so that the friends of Prince Arthur's Landing need not be alarmed at any imaginary estimates which may be put forth in official reports to sustain the Government in its cruel policy of aiding and abetting the land-jobbers of the Kaministiquia in wiping that, to them, obnoxious place from the face of creation.

# APPENDIX.

Affirmation of W. H. Furlonge, Provincial Land Surveyor. Letter of the Council of Shuniah, to Marcus Smith, Esq., Acting Chief Engineer

of the Canada Pacific Railway. Extracts from speech made by Dr. Clarke, M.P.P., in the Legislative Assembly.

Letter of Captain James Dick, to Hon. J. C. Aikins.

Letters of Captains:-

Anderson, of Steamer "Quebec."

W. Tate Robertson, of Steamer "Francis Smith."

John McKay, of the United States Steamer "Manistee." Barton Atkins, United States licensed pilot.

McDougall, of the United States Steamer "City of Duluth."

Robertson, of the Steamer "Ontario."

Kennedy, of the Steamer "City of Owen Sound."

Tretheway, of the Thunder Bay Propellor "Kate Marks."

John O'Mally, of the sailing vessel "Mary Ann Hulbert."

Benjamin Tripp, late of the Steamer "Ontario."

Petition of the inhabitants of Prince Arthur's Landing.

## OFFICIAL LETTERS.

F. Braun, Secretary, Department Public Works.

S. Fleming Engineer-in-Chief.

F. Braun, Secretary, Department Public Works.

Hugh Ryan, Report of Railroad.

W. H. Furlonge, Report on Railroad.

C. H. Spalding, Superintendent, Sault Ste. Marie Canal.

Affidavits were made by Mr. Thomas Marks, President of the Prince Arthur's Landing and Kaministiquia Railroad Company, and by Mr. Frank Moberly, Chief Engineer of the same, setting forth :-

1st. That the said railway was properly located, and did not in any way inter-fere with the switches or works of the Canadian Pacific Railway.

2nd. That no attempt was made and that no intention existed of forming a junction of the railway tracks without authority.

3rd. That no orders were given either to them or any of their people, officially

or otherwise, to refrain from carrying the work through the Government Reserve. 4th. That the stoppage of the work would greatly injure the prospects of the District and its struggling inhabitants, who had, at large cost, almost completed their out of the Dominion at large their enterprize, not only for their own benefit, but for that of the Dominion at large.

Notwithstanding these affidavits and the Petitions of the inhabitants, the influence of the land-holders of the Kaministaquia proved too powerful, and the enterprise was crushed.

PRINCE ARTHUR'S LANDING, 12th November, 1877.

I, William Holland Furlonge, of the Village of Prince Arthur's Landing, Provincial Land Surveyor, do solemnly declare :---

1. That I consider the point of junction of the Prince Arthur's Landing and Kaministiquia Railroad with the Canada Pacific Railway, is the best that could be found in the vicinity.

2. That, if the point of junction was to be transferred to a point at or near the Government dock, it would involve an enormous outlay in the shape of a deep cutting which is at present avoided by the junction being at the top of the grade from the river.

3. That if the point of junction was placed higher up the line of the Canada Pacific Railway it would involve the expense of more grading, tracklaying, &c.

4. That the land around the point of junction chosen offers unusual facilities for a station, and I consider it would be advantageous for both lines to have it there. 5. That this point of junction will in no wise interfere with the workshops,

switches or other buildings of the Canada Pacific Railway.

And I make this solemn declaration, believing the same to be true, and by virtue of the Act, passed in the thirty-seventh year of Her Majesty's reign, Cap. 37, Statutes of Canada.

(Signed)

Prov. Land Surveyor.

Affirmed before me at Prince Arthur's Landing, in Thunder Bay District, this thirteenth day of November, A.D. 1877.

(Signed) ROBERT MAITLAND,

W. H. FURLONGE,

A Com. in B. R. &c.

PRINCE ARTHUR'S LANDING, 13th September, 1876.

SIR,-On the part of the Council of the Municipality of Shuniah, we avail ourselves of the opportunity of your being here, in the high public position which you occupy, to draw your attention to a matter of great importance to the people of this district.

You will have seen, since your arrival, that a short line of railway has been laid out and some work done thereon with a view of connecting the Town of Prince Arthur's Landing with the present terminus of the Pacific Railroad on the Kaministiquia.

You will likely also have heard that the municipality of this extensive district has granted a bonus of thirty-five thousand doilars (\$35,000) towards the construction of this short line

You are also, doubtless, aware that there has been much discussion as to whether the proper terminus should have been at this point or at the town plot of Fort William.

Into this question we do not, however, propose to enter at present, but we would most respectfully invite your serious attention to the fact that, many years before the Pacific surveys were undertaken, and before there was a tree cut or a settlement made in this section, various parties of engineers and surveyors, sent out by the Government at different times, were unanimous in selecting the place now called Prince Arthur's Landing, as the proper starting point to the North-West Territories. We do not pretend to know whether they were right or wrong in this: time will show; but we do say that the people now settled here were, in a great measure, induced to establish themselves by the unanimity of opinion of the engineer's sent out by the Government.

You will already have seen, in part, what we have accomplished. The Town of Prince Arthur's Landing is now the largest in the wide District of Algoma, although of but little over four year's growth. We have already a considerable and rapidly growing population. We can point to numerous handsome stores and houses of public accommodation. We can also boast of four churches belonging to as many different denominations, and we have been instrumental in drawing in an agricultural population, as well as a number of miners, who are now industriously occupied in our immediate neighborhood. We may add that the Government of Ontario has chosen this point as the headquarters of the district, and the public buildings for judicial purposes are now being constructed. Under all these circumstances we believe that you will see the propriety of the course we are adopting in endeavoring to connect ourselves with the present terminus, and we feel that we have at least some claim to assistance from the Government.

We forbear to reflect on anyone for what has occurred up to the present time, but we know that our case has never been fairly represented to the Government, and that there have been local prejudices and local interests even among engineer's, some of whom have acted like partizans rather than as men giving calm consideration to a subject of great public importance.

Therefore it is that we address ourselves to you, and we do so in the full confidence that you will give this matter the consideration which it deserves, and lay it fairly before the Government.

The assistance which we need is not great, and it is for a public as well as a local object. We shall, as soon as possible, send you plans showing the position of our road, with a statement of the aid which we need.

Before concluding, we may take occasion to deny at least one objection which has been made to the Landing, which, however unreasonable it may appear here, has attracted some attention at a distance. We allude to the oft reiterated report that the harbor of Prince Arthur's Landing is exposed.

You will yourself have observed that there is no wave-washed beach, that the trees grow to the waters edge, and that there is a board shed out on the dock, only two feet above the level of the water, which a single wave of any force would wash away. In what way, then, is our harbour exposed? Even before a dock was built, we have had small open boats riding at anchor through the whole season of navigation, and we can asure you that but little crib-work would be requisite to afford the most perfect shelter. One subject more we may mention, and that is, that the bay remains open while a vessel can navigate any part of Lake Superior.

Our short line will therefore be of some public advantage in affording access from Lake Superior to the present terminus long after the Kaministiquia has closed, a month or six weeks, at least.

We have the honor to be, Sir,

Your respectful and obedient servants,

By Order in Council,

(Signed)

Reeve.

(Signed)

ROBERT MAITLAND, Clerk.

THOMAS MARKS.

To MARCUS SMITH, Esq.,

Chief Engineer, Canadian Pacific Railway.

In the Legislative Assembly of Ontario, on 31st Jan. last, Dr. Clarke, M.P.P., for the North Riding of Norfolk, made the following remarks, which are taken from the full and corrected report of his speech:

Whispers have gone the rounds of the House that this Chamber was to be dissolved at the close of this Session, in order that both Provincial and Dominion 186-3 33

Parliaments should go to the polls together. This course, he for one, should most strenuously object to, because, in the first place, he knew of no reasons which would justify the step on the part of the Government; and in the second, he knew of no weakness in the Dominion House which required them to lean upon us; we certainly needed no help from them. But so far as Algoma and some of the localities are concerned, such an allied election would entail loss upon this House, because, in consequence of the local policy of the Mackenzie Government, and the favoritism alleged to be shown to certain individuals, that Government's own once warm supporters were alienated from .hem, and in declared hostility to them. Nor could we wonder at it when the facts were known, and when certain firms and individuals had more influence at Ottawa than the peoples' own representatives. (Cheers from the Opposition.) These people were friends of the Untario Administration, and would continue so unless sinister influence should here, as there, become paramount. It was true, there was a portion of Algoma so benighted politically that it could only return a Tory; but he had hopes of their reformation in the near future (cheers), and would regret to see the noble settlement of Thunder Bay for a moment allied to them; for up to this time the people, and especially the press, in spite of much aggravation, and in spite of loss to their pockets, were staunch and true to the principles of Reform and Progress.

He regretted to say it, that the policy of the Dominion Government towards that brave and struggling people who had invested and risked their all at Thunder Bay, had been one of vexation, and of an injustice so manifest as to separate the fealty and affection of the people to that extent that men who had for over a quarter of a century voted Reform, and nothing else, would rather cut their hands off than vote for the Mackenzie Administration. He did not blame Mr. Mackenzie so much as he did old Reformers, who, for the sake of feathering their own nests, had not hesitated at falsehood and misrepresentation, careless if they ruined the Government, so that they but carried out their own selfish purposes. (Hear, hear, and cheers.) He was a Reformer, and for thirty years had never faltered in his allegiance to his party, and it grieved him exceedingly to have to justify his best friends in taking a hostile attitude to a Government which refused them sinple justice-whose policy paralyzed their enterprize. He called upon the Local Government of Ontario to notice the insult put upon itself and this Honorable House by the refusal of the Minister of Public Works at Ottawa to permit the Kaministiquia & P. A. L. Railway to connect with the Canadian Pacific. The duty of this House and this Government was, not only to assist railroads having a good financial basis and pointing to inland waters, but, after so assisting, to see that no sinister influence should prevent those roads from being successful. (Cheers.) And yet this road, built by a brave handful of people, aided by the paternal Government of Ontario, with its metal laid down for use, lay idly knocking at the door of the Bureau of Public Works at Ottawa for the privilege of a connection which, if such road were in the hands of a private company, would long since have been granted To keep the river port open to a limited extent will and does require a grant of \$25,000 per annum; and he challenged the Minister of Public Works at Ottawa to show cause why this sum should be so spent yearly when the outlay which bought the land and built the docks up the river, added to this grant, almost uselessly spent in dredging, would have docked the mouth of the river, where the dock would have formed a terminus for the C. P. R. satisfactory to all parties. (Hear, from the Opposition.) Our Local Government has been doing its duty ir developing the country, by building roads and bridges for the use of the settlers they were inviting, and he was proud to say that the sympathies of the people were with the Mowat Administration, recognizing the broad principles upon which its policy was founded. Let the Dominion Government but equally do its duty-let it accept as a gift, in kindness and worth, this railroad of six miles, and work it in connection with the original plan. It will not harm the Canada Pacific Railroad to have a terminus on the open bay, as well as five miles up the river. (Hear, hear.)

# Captain Dick's Letter on Thunder Bay as a Harbour.

## **TOBONTO**, April 16th, 1877.

DEAR SIR,—I see by the reports of the Parliamentary Debates that the merits of Thunder Bay as a harbour have been under discussion in the Senate, and as I am one of the oldest captains on the lakes, and was the first man to run a Canadian steamer regularly through Lake Superior, it has occurred to me that my opinion, with such information as I can give, might perhaps be considered of some little value. I therefore take the liberty of drawing your attention to certain indisputable facts bearing on the subject, in the hope that they may not be devoid of interest, should you think it desirable to notice them in the event of any further discussion arising. A glance at Bayfield's Charts will serve to show that Thunder Bay is well sheltered. The width of its entrance, between Thunder Cape and Grand Point, is eloven miles; but right in the centre of this gap is an island five miles in breadth, with numerous small islands to the west, and an open entrance between it and Thunder Cape to the east. At a distance of twelve miles out in the lake, and extending completely across and in front of the bay, is Isle Royal, so that, even at its entrance, the sweep of the wind is limited. Once inside the islands the bay is, in respect to exposure, like an inland lake. In fact, it is better protected than most inland lakes of similar dimensions, for, while the high lands of the coast guard it from south-westerly, westerly and northerly winds, the high peninsula of Thunder Cape, rising to a height of over a thousand feet, shelters it from easterly gales to a great extent. It is therefore exposed to no serious storm and is safe from any sea except what can arise within the limited area of the bay itself. Within the bay are smaller bays and sheltered corners admirably adapted for wharves and the place now known is Prince Arthur's is one of these.

This fine harbour is at the first point east of the shoals of the Kaministiquia where the navigable waters of the bay meet the dry land of the coast. All between it and the Kaministiquia is swamp, gradually rising as you proceed inland, but outward the flat ground runs under the water of the lake, merging from marsh to a vast shoal, which extends completely across the three months of the Kaministiquia.

vast shoal, which extends completely across the three months of the Kaministiquia. Long before there was any word of a railroad terminus, I ran a steamboat to Thunder Bay and used to anchor in front of the place now called Prince Arthur's Landing. I have been there often in weather of all kinds, and I said then, and say now, that there is not a finer harbour in the world; nature has done her part, and all that is wanted is suitable wharves, which could be constructed at no great cost.

I may also be permitted to say a few words about the Kaministiqua. I examined the mouth of that river very closely and critically long ago, and the conclusion I came to was, that it was not fit for a harbour for large vessels. I could not then, nor can I yet, conceive of any necessity for dredging the bar, seeing that there is such an excellent harbour so near it. I regret that the terminus of our great undertaking-the Pacific Railroad-should have been fixed on that river, for it is too small to admit of even moderate traffic, and how can the trade of what the great North-West is, according to general supposition, to grow to, be accommodated in such a place. From the point at which the bar meets the navigable waters of the bay, say from 13 feet of water up to the terminus, the distance of about five miles, and in getting to the latter place a vessel will have to pass through a cut of more than a half a mile, excavated in soft mud, and in which, should she touch on either side, she will be very likely to stick until towed off. Succeeding this will be a long winding narrow channel of a river where even such a craft as the "Cumberland" has difficulty in turning, and where the large schooner propellers, with auxilliary steam power, now coming largely into use on the lakes, could by no possibility turn. Then how could sailing vessels get in? And what trouble there would be in getting the ordinary long American schooners turned round, even if they were in. Again, how would steamers hurrying up and down pass each other in the bends? and how could such a navigation be managed at night? for lights would be very perplexing in such a place. Sea faring or lake faring men could readily understand that these are very

important questions to be considered, and above all, they would be struck with the want of space for a large traffic in such a stream as the Kaministiquia.

Another point to be considered is the earlier freezing of the river. The first hard frost eloses it.

I have seen people skating over it in the end of October, while in the bay there is never a particle of ice to be seen, outside the bar, before December has well advanced, and rarely, or never, enough to impede vessels before the end of that month. Six weeks longer of navigation may prove to be a matter of infinite importance to the North-West when agricultural produce comes to be carried. Hitherto, the navigation of Lake Superior has always closed with the closing of Sault Ste Marie Canal, but the United States railroads now touch at various points on the south side of the lake, so that the communication may from henceforth be kept up long after the canal has been shut.

Steamers have already run from Duluth to Prince Arthur's Landing up to the 15th of December. There is now a line of steamers to be run from the terminus of the Wisconsin Railway at Ashland to Thunder Bay, and there is nothing to pre-vent a line also running from Marquette; so that, as soon as the railway is completed through to Manitoba, there will be a heavy fall trade from the North-West by way of Thunder Bay. That is, if the railroad should reach the bay and not stick on the Kaministiquia, which is, at best, but a small stream having its outlet in a region of swamp, where, with the exception of a narrow strip along the bank of the river, there is not sufficient extent of dry ground to build upon, so that it is not the proper place for the site of a considerable town, such as is fast springing up at the Landing. I am told that it was remarked by one of the Senators taking part in the debate, that the fact of the bay remaining open so long in the fall was due to its being exposed, but everybody who bestows the slightest consideration on the subject will see that it is due to a very different cause. Lake Superior is an inland sea, four hundred miles in length, and, in one part, nearly two hundred in width. Its depth is over a thousand feet. It has its currents and, on a small scale, its tides; the pulsations of which are felt even in its most sheltered bays. The water is not therefore stagnant, but, however slowly, constantly in motion, so that a pretty uniform temperature is the result, and it is hardly necessary to say that large bodies of water take longor to cool to the freezing point in the fall, than such a diminutive stream as the Kaministiquia. It is from these causes that Thunder Bay remains open and not from its exposure to wind. I have only further to say that, considering all the conditions prevailing at Lake Superior, there is not to be found a finer harbour than Thunder Bay.

It is so situated that the northerly and north-westerly winds drive the ice out early in the spring, having a great advantage in this respect over Duluth and the ports on the south side of the lake, and it is so easy of access, and the passage is so well marked by head-lands, that steamers and sailing vessels can always enter, night or day, without any risk of running on to shoals or rocks.

It seems as it nature had intended this bay for the great shipping port of the North-West, and why ignore its advantages by neglecting it for a narrow and intricate creek like the Kaministiquia, obstructed at its entrance by shoals and bars.

Permit me to say that I consider it a great mistake to abandon a good harbour for such a creek.

I am, Sir,

Yours very respectfully,

(Signed) JAMES DICK.

Hon. J. C. AIKINS,

&c. &c. &c., Senator.

## From Captain Anderson, of the "Quebec."

ON BOARD STEAMER "QUEBEC," PRINCE ARTHUR'S LANDING, 12th Nov., 1877.

I, Edward Anderson, have commanded the steamer "Quebec" since she was built in 1874, running on the Sarnia Line between Sarnia Port and Duluth at the head of Lake Superior; I have touched with the said steamer at Prince Arthur's Landing, Thunder Bay, on every trip, both up and down, and have landed freight and passengers while the wind has blown from all the different points of the compass, and on no occasion have I had any trouble in doing so; or any trouble or inconvenience in mooring at the wharves at Prince Arthur's Landing.

I also give as my candid and unprejudiced opinion that Thunder Bay is a safe and commodious harbour for any amount of shipping, very easily approached at night or in foggy weather, and when cereals from the North West come to be shipped to the East, Prince Arthur's Landing will be a splendid point for elevators, as grain could be moved cheaper and with greater dispatch than it could be from a river where sailing vessels have to be towed in and out, and where steamers have to incur the danger of collisions, besides the delay of passing and re-passing in a narrow channel.

(Signed) I

ED. ANDERSON,

Master, Steamer "Quebec."

From Capt. W. T. Robertson, Master Str. "Frances Smith.

LAKE SUPERIOR ROYAL MAIL LINE, STEAMER "FRANCIS SMITH,"

OWEN SOUND, 13th November, 1877.

I, the undersigned, have been on the route between Collingwood, Owen Sound and Thunder Bay, as Commander of the mail steamer "Frances Smith," for upwards of five seasons, and during that period the steamer has called regularly at Prince Arthur's Landing, Thunder Bay, every trip landing freight and passengers and making that port her headquarters on Lake Superior.

I consider Thunder Bay a safe and commodious harbour for extensive shipping, it being well protected from storms by the high mountains and islands which encircle it. The navigation of Thunder Bay is open at least three weeks longer in the fall than that of the Kaministiquia or any of the northern rivers emptying their waters into Lake Superior.

The wharves at Prince Arthur's Larding are, also, easily approached during the night or thick weather, and in my experience, during the time aforesaid, I have always been able to approach the docks at the Landing, either in calm or rough weather, and discharged my freight and passengers without the slightest risk.

(Signed) WM. TATE ROBERTSON,

Com. and Master, Str. "Frances Smith."

From John McKay, Master, Propeller "Manistee."

ON BOARD STR. "MANISTEE,"

PRINCE ARTHUR, 4th December, 1877.

I, John McKay, Master of the propeller "Manistee," beg to certify to the following facts. viz.:-

That I have run regularly to Prince Arthur during the present season of navigation, reaching said Prince Arthur on my first trip for the season on the 2nd May last, and leaving it now on my last trip, December 4th. During all the time that I have called at the said Prince Arthur, in this and previous years, I was never put to any inconvenience from stormy weather, while, as a port, it is open as early in spring and as late in the fall as any on the lake; at the present time there is no ice in Thunder Bay while the Kaministiquia River is frozen over and that portion of my cargo for there has to be landed here.

I have several times during the season lain off at the mouth of the Kaministiquia River so that I might have daylight to go in, not daring to venture in during the night.

I have sailed on the lakes during the past 20 years—as master of various steamers for the last 14 years—and as such have had a good deal of experience with the various harbours on the lakes, and I can confidently recommend Thunder Bay as a good, safe and commodius harbour.

(Signed) JOHN McKAY,

Master, Prop "Manistee," of Chicago.

From Capt. McDougall, of the Chicago, Milwaukee & Lake Superior Line of Steamers.

STEAMER "CITY OF DULUTH,"

LAKE SUPERIOR, 19th November, 1877.

I, Alexander McDougall, having sailed on the lakes during the last seventeen years —during seven as Master of the steamers "Scott," "Japan," "City of Duluth," at present as Master of the "City of Duluth;" during the greater portion of the time I have run to Lake Superior.

Having been asked my opinion as to whether Prince Arthur's Landing, Thunder Bay, or Fort William, on the Kaministiquia River, is the better harbour, I beg to state my reasons for saying that Prince Arthur's Landing is.

During the present summer I have visited Prince Arthur's Landing regularly with "City of Puluth," and have always found it a good harbour and easy of access. Twice have I gone in and out during the fogs which are of such frequency and density on Like Superior, during the first half of the season of navigation, while, at the same time, it would be impossible to make the Kaministiquia River, owing to the great extent of shoal water in the immediate vicinity of the mouth, as well as the long and intricate channel over the bar, through which we have to pass to reach the river; I know of no harbour on Lake Superior so easily approached during a fog as Prince Arthur's Landing, owing to its favourable soundings. Neither have I heard, seen, or understood why a steamer cannot land at Prince Arthur's Landing during any weather, as the only wind which could apparently have any effect on the docks there, is a south-easterly gale, which seldom ever occurs on the lakes; and even with a south-easterly storm, it is my opinion that there would not be sufficient sea to drive a boat away from the docks.

Another of the great advantages of P. A. Landing is the late open navigation of Thunder Bay in the fall, which is at least two weeks later than that of the Kaministiquia. On this trip, the last for the season of 1877, the Kaministiquia, on the 16th November, showed that it had already been frozen over,—and this is an unusually mild fall,—while there was not a vestige of ice at Prince Arthur's Landing. Besides the last month of navigation on Lake Superior is always the most important month of the season, there being heavier and more freights. Prince Arthur's Landing <sup>is</sup> also very favourably situated for the building of docks, as the shore is bold, and they would not have to run out far into the lake, as well as the bottom being good for driving piles.

(Signed)

## ALEX. McDOUGALL,

Master of the "City of Duluth."

Letter from Captain Atkins, U.S. Pilot and Shipmaster, formerly Steamer "Metropolis."

PRINCE ARTHUR'S LANDING, THUNDER BAY, 9th November, 1877.

The undersigned, Shipmaster, having for the last thirty years been engaged in the navigation of the northern lakes, and especially of Lake Superior, would state for the information of parties interested, and not familiar with the locality of Thunder Bay, that it is, in its entire extent, a most excellent harbour, unsurpassed by any on the lakes in its uniform depth of water, as well as for the protection it affords from the storms of the lake, and their attendant high seas.

The docks at Prince Arthur's Landing are substantial and commodious, easy of access at all times and under all circumstances during the season of navigation, and are well protected from all winds excepting from the south-east, which in no event could cause serious trouble or inconvenience.

> BARTON ATKINS, (Signed)

> > Licensed Pilot and Shipmaster.

From Capt. Robertson.

ON BOARD STR. "ONTARIO," PRINCE ARTHUR'S LANDING, 19th Nov., 1877.

This is to certify that I have been Master of the steamer "Ontario" since the spring of 1875, on the route between Sarnia, Thunder Bay and Duluth, passing in and out of Thunder Bay every trip up and down.

I have gone into Thunder Bay and landed goods and passengers at Prince Arthur's Landing during the heaviest storms that I have experienced on Lake Superior, and this without the slightest trouble or inconvenience.

I consider this bay one of the safest and easiest entered harbours on Lake Superior, and the wharves at Prince Arthur can be approached in a snow storm or in the thickest fog by soundings; the anchorage is good, being of a tough clay ground. Fleets of sailing vessels can work in and out of the bay, to and from P.A. Landing, without incurring the expense of being towed, thus saving to vessel owners and grain shippers heavy sums for towage when forwarding grain to the east from the northwestern Provinces.

From my practical experience of the harbour at P.A. Landing, I think all that is required is a little more dock accommodation to render it one of the safest landing places on the Lake, and the season of navigation from this point connecting with railways at Duluth, Ashland, Marquette, &c., will be at least three weeks or a month later in the fall than it could possibly be in any of the narrow northern rivers emptying into Lake Superior.

(Signed) E. ROBERTSON,

Master, Steamer "Ontario."

From Capt. Kennedy, Str. "City of Owen's Sound."

ON BOARD STEAMER "CITY OF OWEN'S SOUND," THUNDER BAY, 9th Nov., 1877.

This is to certify that I have plied with the steamer "Columbia" (500 tons) between Montreal and Thunder Bay during the seasons 1875 and 1876, and between Collingwood, Thunder Bay and Duluth in 1877, with the steamer "City of Owen's Sound" (1350 tons), the latter being laden on one occasion with 24,000 hushels of grain and 700 bbls. salt, drawing 121 feet water. During the season above mentioned I have touched every trip at Prince Arthur's Landing, and even with the present dock accommodation, I have discharged freight and landed passengers with as much easy as if I had been in one of the smallest harbours on the lakes.

During the night of October 2nd, 1877, when the little propeller "Kate Marks" met with the mishap by breaking her engine and drifting on the bar near the mouth of the river, and which I consider one of the stormiest nights of the season, I lay quietly all night at Marks Bro.'s Dock, Prince Arthur's Landing, experiencing no inconvenience from any motion of the sea, with a heavy gale blowing from the south-east.

I have had 25 years' experience as master of vessels and steamers on the lakes. and I consider Thunder Bay a safe and commodious harbour, easily approached at night or in a fog, and more suitable for the terminus of a great railway than the narrow and intricate channel of the Kaministiquia River.

> (Signed) JOSEPH KENNEDY,

> > Master, "City of Owen's Sound."

From Capt. Trethewey, of the "Kate Marks."

PRINCE ARTHUR'S LANDING.

THUNDER BAY, 27th Dec., 1877.

I, Thomas Henry Trethewey, of Prince Arthur's Landing, in the District of Thunder Bay, and Province of Ontario, Mariner, do solemnly declare that I have lived at Prince Arthur's Landing since Nov., 1871; that I am well acquainted with the harbour of Thunder Bay, and during the time 1 have lived here I have never seen a sea heavy enough to compel a steamer or sailing vessel to leave the wharves.

I have been master of the Propeller "Kate Marks" since May last, running between Prince Arthur's Landing and the Kaministiquia River as well as coasting down the lake. While running between P.A. Landing and Kaministiquia we laid up regularly at Prince Arthur's Landing for the night, and in June last we laid at Marks' wharf during the heaviest gale I ever remember seeing since I have lived at Prince Asthur's Landing, without the slightest damage being done to the boat.

That, in my opinion, it is wholly unnecessary for the Government to build a breakwater at Prince Arthur's Landing, as it is so well protected by prominent headlands.

The Kaministiquia River was frozen over strong enough, on the 9th of November last, to prevent the local boats making their regular trips, but was afterwards opened by the propeller "Sovereign." It closed finally about the end of November, so that the propeller "Manistee," on her last trip here for the season, Dec. 3rd, landed her Fort William freight at Prince Arthur's Landing.

The first steamer which arrived at Prince Arthur's Landing this season was the "Mary Groh," on the 29th of April last; the last steamer of the regular lines to clear from this Port was the propeller "Manistee," of the South Shore Line, on the 4th December.

With the propeller "Kate Marks" I made a trip to Silver Islet on the 6th December, returning on the 7th; also, on Christmas Day I made a trip to Silver Harbour-about twelve (12) miles from Prince Arthur's Landing, and at the present time the bay is as clear of ice as during the month of October.

And I made this solemn declaration conscientiously believing the same to be true, and by virtue of the Act passed in the thirty-seventh year of Her M jesty's reign entitled an Act for the suppression of voluntary and extra-judicial oaths. (Signed)

T. H. TRETHEWEY,

Master, Propeller "Kate Marks."

Solemnly declared before me at Prince) Arthur's Landing, in the District of Thunder Bay, this 27th day of December, 1877. ROBERT MAITLAND (Signed) A Com. in B.R., &c.

<sup>40</sup> 

#### From Capt. John O'Mally.

ON BOARD SCHOONER "MARY ANN HULBERT," PRINCE ARTHUR'S LANDING, 13th Nov., 1877.

For the benefit of whom it may concern, I beg to state the following facts with reference to Thunder Bay as a harbour :---

I have sailed on the lakes during a greater portion of the last twenty-three years, having been master of a coasting vessel at the age of sixteen, as well as master and owner of various vessels since.

During this season (1877) I have been largely engaged in the fishing trade on the north shore of Lake Superior, and while attending to such have been obliged to visit Prince Arthur twelve times during the season to report and clear from the Custom House with the schooner "Mary Ann Hulbert," of Bayfield, Wisconsin, and on no occasion had we to use a tug to get either in or out from the docks, --- and have lain at the docks at Prince Arthur during two of the heaviest casterly gales of the season, and do consider it a perfectly safe harbour, either to lay at the docks, or to an anchor during any gale that could ever blow. The bottom is of clay, which makes

a good anchorage in any part of the bay. I would further say that it is very easily approached, and after a vessel has passed Thunder Cape light, it can make a straight course for the Town of Prince Arthur, and in thick weather you can come in by the lead as the soundings are gradual.

I consider Thunder Bay one of the best harbours on Lake Superior.

#### JOHN O'MALLY. (Signed)

### Letter from Captain Tripp, late of the Steamer "Ontario."

### TORONTO, 21st April, 1877.

I understand you have been making some enquiry about the general opinion of Lake Superior captains as to which of the two places in Thunder Bay, known respectively as Prince Arthur's Landing and Fort William, is the best adapted for a harbour calculated to meet the general wants of commerce.

There can be but one true conclusion to come at in the matter Fort William, it is true, is land-locked, but it will cost close on to a million of dollars to make it such a place as it should be, to come up to the requirements that the shipping interests will, in a few years, force on the port of Thunder Bay, as the great North-West settles up and seeks an outlet for her produce.

Prince Arthur's Landing can be made a good harbour for comparatively little money, and, in my opinion, is the best of the two places. It would cost a heavy annual outlay to keep Fort William River deep enough for shipping, and a great extent of pier-work, greater than anything required at the Landing, would be neces-sary, and the river at Fort William closes up from a month to six weeks earlier in the fall, which would be a great drawback to shipping interests, and would be felt more, as business increased, and vessels had to run later in the season.

> (Signed) BENJAMIN TRIPP.

To the Honorable Minister of Public Works, and to the Honorable House of Commons of the Dominion of Canada, in Parliament assembled :--

The petition of the inhabitants of Prince Arthur's Landing, Thunder Bay, February 26th, 1875, humbly showeth :---

That we, the inhabitants of Prince Arthurs's Landing, having learned with surprise and regret that it is the intention of the Government to make the Town of 186 - 4

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Fort William, on the Kaministiquia River, the terminus of the Fort Garry branch of the Canada Pacific Railway, beg to bring before you our claim to a continuation of the railway to this point.

Prince Arthur's Landing is a flourishing town of twelve hundred inhabitants, chiefly active and enterprizing men, who have been the means of opening up this isolated section, enduring the usual disadvantages and hardships of pioneers, and deserving therefore of recognition at the hands of the Government. A large amount of capital, over \$300,000, has been expended in actual building improvements, and consequently the value of the land has been greatly enhanced; whereas the town plot of Fort William is almost uninhabited, and is owned almost entirely by speculators, so we pray that Prince Arthur's Landing, being the older and already established settlement, may not be ignored, but receive the advantages of the railway starting from it.

There is already at the Landing, besides an open roadstead for any number of vessels, a good substantial dock, which with a comparatively small additional expenditure, would be amply sufficient for all the requirements of trade for several years to come. There are only two or three days during the season when vessels would have any difficulty in discharging or shipping with the accomodation the dock possesses at present, but a breakwater of six hundred feet or less would obviate this, and as only five miles of a perfectly level country intervene between Fort William and this point, the cost of continuing the railway would be very small.

It is an undisputed fact that the Kaministiquia River is closed by ice several weeks earlier than the bay, the average time of the River freezing up being the first week in November. This is a disqualification affecting the river for being made the final terminus of the railway on Lake Superior, the importance of which cannot be over estimated as the fall of the year is the period during which the heaviest shipments are made; therefore, if the railway terminate at Fort William, all late freight would have to go by Duluth, thus losing a large amount of money to Canada, besides building up American lines in opposition to ours; in the same way shippers in the west would ship via. Duluth, rather than risk having their freight left over for an entire season at Fort William.

We do not deem it necessary to enlarge on the well known fact of there being at the mouth of the Kaministiquia River an extensive bar of some three-quarters of a mile in width, which would involve a large expenditure in dredging, keeping dredged, and cribbing; sailing vessels would also require towage for several miles to reach the terminus as at present located, whereas at the Landing, vessels can enter or leave, by night or in fog, without the assistance of tugs.

Therefore, we, your petitioners, humbly pray that, in consideration of these facts, your Honorable House may be moved to favourably entertain our petition and cause the railway to be extended to Prince Arthur's Landing.

(Signed) PETER NICHOLSON,

And over 100 others.

### OTTAWA, 26th October, 1876.

SIB,—I have the honour to acknowledge the receipt of your letter of the 2nd instant, covering plans of the location of the Prince Arthur's Landing and Kaministiquia Railway with book of reference.

In reply, I am directed to inform you that as the north-western boundary of the Province of Ontario is still unsettled, it cannot be stated that the proposed railway is entirely within that Province. If it be entirely within the Province, the Railway Act of 1868 will not apply. If it be not within the Province, then the Act of incorporation is without authority.

The documents will in the meantime be filed in this office.

I have the honor to be, Sir,

Your obedient servant, (Signed) F. BRAUN.

FRANK MOBERLY, Esq., C.E. Prince Arthur's Landing, Thunder Bay.

The following two letters from Mr. Fleming were communicated to Mr. Marks, President of the Prince Arthur's Landing and Kaministiquia Railway, through Mr. Borron, M.P.:-

#### OTTAWA, 28th February, 1877.

SIR,—With regard to the application of parties living on Thunder Bay that the Government should complete a branch railway from Fort William to Prince Arthur's Landing, I would wish to remark :—

It has always been held important to reach the navigable waters of Lake Superior by the shortest and best line of railway from the prairie country. This was the governing principle which has led to the terminus being fixed at Fort William. But for that, the terminus might have been fixed at some other point.

The branch line to Prince Arthur's Landing, above referred to, would constitute an extension of the line some six miles, and would no doubt require to be worked by the Government along with the portion of the line from Fort William westward.

The parties at Prince Arthur's Landing are probably right in stating that the navigation at their village is open somewhat later in the fall than the river is at Fort William, but this has always been held to be due to the fact that the coast at Prince Arthur's Landing is exposed.

Ee this as it may, the only public advantage that could accrue from the extension to Prince Arthur's Landing, would be the use of the line to the later place for a short period in the fall of the year.

At the present time, it appears to me that that object is insufficient to justify the extension of the line six miles and departing from the governing principle acted on in the selection of a terminus in the first place.

I am, &c., (Signed) SANDFORD FLEMING.

F. BRAUN, Esq., Socretown of Public Work

Secretary of Public Works.

#### OTTAWA, 16th March, 1877.

DEAR SIR,—With regard to the conversation the other day, respecting the fixing of the Pacific Railway at Fort William, I beg to state—

That the plan securing the land was filed on January \*23rd, 1875; that I am not aware that Mr. Hazlewood was consulted with respect thereto; that he was not appointed in charge of the District until the following spring (April), and I am satisfied that he is not in any way responsible for the selection.

My official letter to you of the 28th ultimo explains the circumstances connected with the choice of Fort William.

### I am, &c., (Signed) SANDFORD FLEMING.

The Hon. A. MACKENZIE, &c., &c.,

**&**.

Norg.—In these letters the mistake (?) is made of identifying Fort William with the terminus. The two places are over three miles apart, by the river, as will be seen on reference to the accompanying map. The point recommended by Mr. Murdoch for a terminus was in close proximity to Fort William. The actual site of the terminus does not appear to have been recommended by any engineer.

OTTAWA, 31st July, 1877.

GENTLEMEN,—In reply to your application of the 20th instant, for permission to have your Railway form a connection with the Canadian Pacific Railway at the town plot of Fort William, I beg to inform you that so soon as the Assistant Chief Engineer, now in the North-West, returns to Ottawa, the matter will be placed before him for his report. †

I have the honor to be, Sir,

Your obedient servant,

(Signed) F. BRAUN.

Secretary.

THOMAS MARKS, Esq., Prost. P. A. L. and K. Railway, and others,

Prince Arthur's Landing.

FORT WILLIAM, ONTARIO, 16th November, 1877

SIR,—In compliance with your request conveyed in your letter of 31st October, asking me to make an examination of the Prince Arthur's Landing and Kaministiquia Railway, I would say that I have walked over the entire length of the road and beg leave to report as follows :—

The whole of the road-bed, with the exception of one short and light cutting, is one continuous embankment formed from the material taken from the ditches at either side, and the road-bed is well and evenly made with proper slopes and to the full width of fourteen feet in embankments and eighteen feet in cuttings. The grades are very light and curvature easy, and the drainage, which I consider a very essential point in railway construction, is very good. There are two bridges on the road, both of them well and substantially built, also a few open culverts which are quite adequate for the water they have to carry and are covered with good heavy stringers for the track. There is no fencing done, nor do I think that any is at present required. The track is laid over the whole road to within a few feet of the junction with the Canada Pacific Railway at Fort William, and is well sleepered with good sound tamarac ties. The track is well laid, well lined and fairly surfaced, but not yet sufficiently ballasted. There is a building now fitted up for a station house at Prince Arthur's Landing which, I have no doubt, will answer the purpose very well for some time to come. There is a turn-table built at the same place with a siding into it, and I presume it is intended to use the turn-table of the Canada Pacific road at the other end, which is done under similar circumstances on nearly all roads with which I am acquainted. There are a few sleepers not yet spiked, but the officers of the road say they will have it done immediately as they have the spikes on hand. There is also one public road crossing which, I think, should be somewhat improved, and this, the officers say, they will also have done. On the whole, I think the road is quite safe for public travel.

(Signed) HUGH RYAN.

To the Honorable

The Commissioner of Public Works of Ontario.

<sup>†</sup> The people of Prince Arthur would have had full confidence in the report of the then acting Engineer-in-Chief. Why was not his report asked for, before bringing the whole weight of the Government to crush the enterprise?

### PRINCE ARTHUR'S LANDING, THUNDER BAY, 15th November, 1877

SIR,—I have the honor to report that, in compliance with the instructions received from Mr. Molesworth and dated 31st October, that I have made a measurement of the P. A. L. and K. R. R., and I find it from the end of the rails at P. A. Landing to the head block of the switch at the Canada Pacific R. R. line to be 31,-655 feet, this measurement includes the switch and turn-table. The rails are laid throughout except the ones forming the Junction with the C. P. R. Line, but the grading is completed and the rails, switching, gear and ties are all on the ground awaiting the permission of the Dominion Government to form the Junction. The joints are all made with double fish-plates and wooden washers. There is a station house  $48.6 \ge 24.6$  and a platform at P. A. Landing. There are three main road crossings which have all been completed in a satisfactory manuer.

The only siding at present laid is that leading to the turn-table; it is 259 feet in length, but there is a siding of 500 feet graded, and the iron and ties are here to lay it.

A very good and substantial turn-table has just been completed at P. A. Landing. There are no tanks belonging to the P. A. L. and K. R.R., but there is one on

the Canada Pacific R.R. at Fort William.

There being so few cattle in this district that for the present fences are deemed unnecessary.

For the same reason cattle-guards are not necessary.

Two pile trestle-bridges are built of a very strong and substantial pattern ; they are 166 feet and 104 feet, respectively, in length from end to end of stringers.

There are two pile culverts and ten open or timbered culverts all substantially built in a good workman-like manner.

Some ballasting has been done, especially, in raising the slack joints and levelling the track, and the ties have been well bedded in the grade.

In conclusion, I would beg to state that the work has been done in a most efficient and satisfactory manner, and that the road is now in a condition for traffic to pass over it supposing the connection made with the Canada Pacific R.R. Line.

I have the honor to be, Sir,

Your obedient servant,

(Signed) W. H. FURLONGE,

Provincial Land Surveyor.

To the Honorable

The Commissioner of Public Works of Ontario.

The following reply was received to a letter making enquiry as to the depth of water in the Sault Ste. Marie Canal, during the season of 1877: --

ST. MARY'S FALLS SHIP CANAL,

SUPERINTENDENT'S OFFICE,

SAULT STE. MABIE, MICH., 17th January, 1878.

DEAR SIR,—Yours of 3rd at hand.

In reply, the average depth was  $12\frac{1}{2}$  feet (twelve and a-half feet). The heaviest draft was a water-logged vessel which passed through, drawing thirteen feet one inch.

Yours truly,

(Signed) C. H. SPALDING,

Dept. Supt.

186-5

45

# REPURTS.

# RAILWAY STATISTICS

# OF CANADA,

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF THE RAILWAYS OF THE DOMINION.

# 1877-8.

Buinted by Ouden of Pauliament.



OTTAWA: PRINTED BY MAOLEAN ROGER & OO, WELLINGTON STREET. 1879.

### RAILWAY DEPARTMENT, MONTREAL, 21st April, 1879.

SIR,—I beg now to hand you the annual report upon the railways of the Dominion of Canada, for the year ended 30th June, 1878, compiled from returns furnished by the various railways, in compliance with the Act 39 Victoria, cap. 14.

The following statements are appended hereto:--

No. 1. Summary statement of capital.

2. Summary statement of characteristics of roads.

3. Summary statement of rolling stock.

- 4. Summary statement of the operations of the year and mileage.
- 5. Summary statement of description of freight carried.
- 6. Summary statement of passenger fares per mile.
- 7. Summary statement of earnings.
- 8. Summary statement of operating expenses.
- 9. Summary statement of accidents.
- 10. Lines of railway owned by coal and iron mines.
- 11. Statement of aid granted to railways by Governments and municipalities.

The foregoing statements are nearly in the same form as those contained in the report of the previous year.

The statement of capital (No. 1) contains a summary of the entire mileage and capital account of all the railways in the Dominion, as rendered by the railway authorities, whereas the return of the previous year shewed the capital of the railways in operation and under construction separately. I found that in attempting to separate the statements considerable confusion arose, and I thought it better therefore to combine the entire capital and mileage in one statement.

A number of the companies have been exceedingly dilatory in sending in their returns, which has caused this annual statement to be rendered rather later than usual. In a number of cases also proper care has not been exercised in making up the returns, some of which have been forwarded in a very incomplete and incorrect state.

It is obvious that the usefulness of these returns is greatly diminished if they are not perfectly accurate.

It is clearly in the public interest, and also in that of the railways, that these returns should be accurately rendered; and I again recommend that steps be taken to ensure greater promptness and accuracy in rendering them. The railways of Canada represent a nominal capital outlay of upwards of \$360,000,000, and it is clearly most important that full and correct information should be given where such large transactions are involved. The railway capital is more than double the debt of the Dominion of Canada.

The following companies have failed to forward any returns at all, viz:-

Brantford, Norfolk and Port Burwell.

Levis and Kennebec.

Nova Scotia, Nictaux and Atlantic Central.

Repeated applications have been made to the proper officers of these railways to forward the returns, but without any satisfactory result.

The present report contains returns from the following railway companies which were not included in the report for the previous year, viz.:---

Belleville and North Hastings.

Laurentian.

Missisquoi and Black Rivers Valley.

Waterloo and Magog.

Prince Edward County.

Victoria.

These additional railways, of course, add considerably to the railway mileage of the Dominion, as compared with that shewn by the previous return.

The mileage of the entire railway system, included in the present return may be divided as follows:---

| Total                                                                          | 7,571            |
|--------------------------------------------------------------------------------|------------------|
| " under construction                                                           | . 1,996 <u>‡</u> |
| Number of miles in operation                                                   | •                |
| The railway mileage included in the previous report was as fo                  | llows :—         |
| Total                                                                          | 7,905-99         |
| Railways under construction                                                    | 1,041.17         |
| Railways under construction, portions of which are<br>completed and track laid | 721-33           |
| Railways actually in operation                                                 | 6,143.49         |
|                                                                                | Miles.           |

It will thus be seen that there has been an increase in the number of miles actually in operation of  $569\frac{1}{4}$ , and a decrease in the mileage under construction of  $234\cdot\frac{1}{4}$ .

This decrease in the mileage of roads being constructed arises from the fact that a number of the roads which were under construction at the time of the previous report, have since been completed and are included in this report amongst the railways which are in operation.

The total increase in the railway mileage opened and under construction, according to the present returns as compared with those for the corresponding period, is 335.

From the mileage of railways in operation will have to be deducted portions of roads operated by Canadian railways which are situated in the United States, in order to arrive at the actual railway mileage in the Dominion of Canada.

They are as follows:—Grand Trunk Railway from boundary line to Portland, Port Huron to Detroit, and the Rouses Point Line, in all 228 miles. This leaves the actual length of railways in operation in the Dominion  $5,915\frac{1}{2}$  miles, and the total length of railways, both finished and under construction, 7,678 miles.

There are 80 miles of double track railway included in this distance, viz: 79 miles on the Great Western and 1 mile on the Canada Southern.

The following is the length of railway of the different gauges, viz :--

|        | <u> </u>         |                     | 0        |       | •                                       |                    |                   |
|--------|------------------|---------------------|----------|-------|-----------------------------------------|--------------------|-------------------|
|        |                  |                     |          |       |                                         | Gauge.             | Miles.            |
| R      | ailway           | oomplete            | d (track | laid) | )                                       | 5ft. 6 in          | a. 390-24         |
|        | Do               | do                  | -        |       |                                         |                    |                   |
|        | Do               | do                  | d        | 0     | • • • • • • • • • • • • • • • • • • • • | 3ft. 6 ir          | n. <b>733</b> •00 |
|        |                  |                     | Total.   |       |                                         |                    | 6,864.82          |
|        |                  |                     |          |       |                                         | Gauge              | Miles.            |
| R      | ailway           | under con           | structio | n     |                                         | 5 ft. 6 i          | in 821.67         |
|        | do               |                     |          |       |                                         |                    |                   |
|        | do               | ,                   | do       | ••••  | ••••••                                  | $3" 8\frac{1}{2}"$ | · 85 <b>·50</b>   |
|        | Tota             | 1                   |          | ••••• | •• .••••                                | •••••              | 1,041.17          |
| The ga | auges of         | f the <b>ra</b> ilw | ays in c | opera | tion are as follo                       | ws, viz. :-        | -                 |
| _      | Gene             | -                   |          |       |                                         |                    | Miles.            |
| 4      | " 8 <del>1</del> | "                   |          |       |                                         | •••••              | . 5,068.25        |
| .3     | " 6              |                     |          | ••••• | •••••••••••••••••                       | •••••              | 685.00            |
|        | Tota             | 1                   |          | ••••• |                                         |                    | 6,143.49          |

The gauges of the railways, according to the previous report, were as follows :-

| 5 |   | uge.<br>6 i |   | 98 | Miles.<br>539 <del>4</del> |
|---|---|-------------|---|----|----------------------------|
|   |   | _           |   |    | •                          |
|   | r | lota        | 1 |    | 5,574 <del>1</del>         |

The changes in the different gauges have therefore been as follows :---

| • | Gaug | e. |         |        |       | Miles.           |
|---|------|----|---------|--------|-------|------------------|
| 5 | feet | 6  | inches, | decrea | se    | 149 <del>]</del> |
| 4 | "    | 81 | "       | increa | se    | 7061             |
| 3 | "    | 6  | ""      | do     | ••••• | 13               |
|   |      |    |         |        |       |                  |

The nominal capital raised for the railway system of the Dominion, at the 30th June, 1878, was as follows :---

| Ordinary sha | re caj | pital  | \$122,176,083 | 60         |
|--------------|--------|--------|---------------|------------|
| Preference   | do     | ·····  | 69,155,683    | 3 <b>2</b> |
| Bonded debt  |        | •••••• | 83,710,938    | 13         |

\$275,042,705 05

Amount of aid from :---

| Dominion  | Governn                   | 1             | . \$65,939,900                | 51 |
|-----------|---------------------------|---------------|-------------------------------|----|
| Ontario   | do                        | ******        | 2,229,639                     | 02 |
| Quebec    | do                        |               | . 8,513,613                   | 27 |
| New Brun  | nswick G                  | overnment     | 2,730,000                     | 00 |
| Nova Scot | tia                       | do            | . 818,750                     | 00 |
| Amount o  | f aid from                | m Municipali  | i-                            |    |
| ties      |                           | _             | . 7,224,578                   | 63 |
|           |                           |               | <b>\$</b> 87, <b>456</b> ,481 | 43 |
| Less inc  | ludedin                   | paid-up secur | i-                            |    |
| ties      | • • • • • • • • • • • • • | ···•          | . 1,882,000                   | 00 |
|           |                           |               |                               |    |

85,574,481 43

\$360,617,186 48

The nominal capital of the railways for the previous year was as follows :---

| Ordinary share capital \$                  | 115,652,000 | 82 |
|--------------------------------------------|-------------|----|
| Preference do                              | 68,876,867  | 31 |
| Bonded debt                                | 79,878,382  | 44 |
| Government and Municipal loans and bonuses | 81,542,865  | 73 |
| Total                                      | 345,950,116 | 30 |

This makes a total increased capital during the year ended 30th June, 1878, as compared with the previous year, of \$14,667,070.18, divided as follows:----

| Ordinary share capital       | <b>\$</b> 6 <b>,524,0</b> 82 | 78        |
|------------------------------|------------------------------|-----------|
| Preference do                | 278,816                      | 01        |
| Bonded debt                  | 3,832,555                    | 69        |
| Government and Municipal aid | 4,031,615                    | <b>70</b> |
|                              | ·                            |           |

This statement of capital shows the par value of all the different securities issued by the various railway companies. But, as I have previously stated, in many cases the securities of the companies were issued at a considerable discount; the actual money received having been in some instances not over 20 per cent. of the face of the security issued.

The Government and Municipal aid has, however, in nearly every case realized its par value in cash. No statement of capital has been received from the Montreal and Vermont Junction and Stanstead, Shefford and Chambly Railways—the length of the two roads being 66 miles.

Deducting this mileage from the total length of railways completed and under eonstruction (7,906), the balance (7,840 miles), divided into the different classes of capital, gives the following result as the capital per mile of railway.

|                                           | Per Mile.        |
|-------------------------------------------|------------------|
| Ordinary share capital                    | \$15,583         |
| Preference share capital                  | 8,820            |
| Bonded debt                               | 10,677           |
| Government and Municipal aid              | 10,915           |
| Total nominal capital per mile of railway | <b>\$</b> 45,995 |

This, of course, is much larger than the actual cash cost of the railways for the reasons which I have just stated.

Statements Nos. 2 and 3 shew the characteristics of the roads, and different descriptions of rolling stock upon all the ruilways in the Dominion, whereas the return for the previous year only gave this information as regards the railways actually in operation.

The following table will shew the mileage of steel and iron rails and the equipment of the various railways as compared with what was reported in the previous year:

|                                   | 1877–78.                                           | 18 <b>76</b> –77.                                                                                                                                          | Increase.                                                                                          | Decrease.                                |
|-----------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|------------------------------------------|
| Miles laid with iron rails        | 91<br>143<br>63<br>1,038<br>12<br>496<br>34<br>308 | 2,783<br>2,765<br>257<br>688<br>13<br>70<br>6,001<br>334<br>81<br>126<br>58<br>981<br>14<br>462<br>35<br>294<br>237<br>4<br>12,129<br>1,583<br>6,917<br>10 | 474<br>8184<br>593<br>3<br>670<br>10<br>17<br>5<br>57<br>34<br>14<br>14<br>34<br>1,235<br>10<br>52 | 2<br>7<br>25<br>25<br>2<br>1<br>1<br>276 |
| do of coal and dumping cars owned | 1,317                                              | 1,050                                                                                                                                                      | 267                                                                                                |                                          |

The very large increase in the length of railway laid with steel and iron rails is owing to the fact that in the report for 1876-7 only the length of track laid upon railways which were actually in operation was shewn in the return, whereas the present return gives the entire length of track laid, both on railways in operation and not fully completed.

The decrease of 276 in the number of platform cars owned arises from one of the railways having previously returned as platforms, a number of cars which are, in the present return, correctly shewn as hopper or dumping cars.

The decrease reported in the number of overhead bridges is caused by the fact that certain companies have neglected fully to make up their returns, and others have failed to give any information about it at all.

The total train-mileage given in statement No. 4, is 19,669,447, as compared with 19,450,813 miles in the previous year, or an increase of 218,634 miles.

train-mileage statement is very incomplete, as railways representing a mileage of 766 have made no report in regard to their train-mileage.

The number of passengers carried was 6,443,924 against 6,073,233, or an increase of 370,691, equal to about 6 per cent. This statement, like the train-mileage return, is incomplete, as railways amounting to a total length of 520 miles have failed to make any statement in regard to the passengers carried.

The tonnage of freight handled during the year was 7,883,472. The weight handled during the previous year was 6,859,796, shewing an increase during the year ended 30th June, 1878, of 1,023,676 tons, equal to about 15 per cent.

Railways to the extent of 534 miles have made no report of the tonnage which they have carried during the year.

The following statement will show the comparative traffic on the principal lines for the last two years :---

| Name of Railway.                                                             | Passenger                                               | s carried.                                              | Increase.                 | Decrease. |  |
|------------------------------------------------------------------------------|---------------------------------------------------------|---------------------------------------------------------|---------------------------|-----------|--|
| nalit ti kaliwaj.                                                            | 1877-78.                                                | 1876–77.                                                | Increase.                 | Decieabo  |  |
| Grand Trunk<br>Great Western<br>Intercolonial<br>Canada Southern<br>Northern | 2,025,737<br>1,206,372<br>618,957<br>219,544<br>234,122 | 2,028,214<br>1,203,961<br>613,428<br>199,067<br>252,362 | 2,411<br>4,529<br>20,477  | 2,477     |  |
| Midland<br>Toronto, Grey and Bruce<br>Toronto and Nipissing                  | 127,268<br>143,431<br>99,140                            | 112,306<br>131,529<br>93,741                            | 14,962<br>11,902<br>5,399 |           |  |

The freight carried upon the same railways during the two years, was as follows :--

| Name of Railway.                                                                                                                            | Tor                                                                                     | 18.                                                                                              | Ŧ                                                          | D         |  |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------------------------------------|-----------|--|
| Name of Manway.                                                                                                                             | 1877–78.                                                                                | 1876–77.                                                                                         | Increase.                                                  | Decrease. |  |
| Grand Trunk<br>Great Western<br>Intercolonial<br>Canada Southern<br>Northern<br>Midland<br>Toronto, Grey and Bruce<br>Toronto and Nipissing | 2,387,942<br>1,884,663<br>522,710<br>958,044<br>207,245<br>133,405<br>94,300<br>100,814 | 2,181,961<br>1,622,342<br>421,327<br>680,307<br>244,120<br>128,987<br>112,1 <b>5</b> 0<br>93,741 | 205,991<br>232,321<br>101,383<br>277,737<br>4,418<br>7,073 | 16,875    |  |

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The speed of passenger trains varies on the different railways from 12 to 32 miles per hour, and the speed of freight trains from 10 to 20 miles per hour, but I cannot consider this return in its present shape of much value.

The next statement, No. 5, giving a summary of the description of the different kinds of freight carried, is so incomplete that no satisfactory comparison can be made with the previous year.

Statement No. 6 gives the rates per mile charged for passenger fares. These vary on the different railways from 2c. to 5c. for first class passengers, and for second class from  $1\frac{1}{4}$ c. to 3c. per mile. Immigrant fares vary from 1c. to 3c. per mile.

Statement No. 7 shows the earnings of the various railways during the year; amounting to a total sum of \$20,520,078.01.

The earnings for the corresponding period amounted to \$18,742,053.48, making an increase during the past year of \$1,778,024.5è, or 9.65 per cent.

The following table will shew how this increase is arrived at :---

|                           | 1877-78.    |           | 1876-77.             |          | Increase.      | Decrease.           |
|---------------------------|-------------|-----------|----------------------|----------|----------------|---------------------|
| Passenger traffic         | \$6,386,325 | <b>27</b> | <b>\$6,458,493</b> 5 | <b>2</b> | ····           | <b>\$</b> 72,168 25 |
| Fieight traffic           | 13,129,191  | 14        | 11,321,264 2         | 6        | \$1,807,926 88 | •••••               |
| Mails and express freight | 795,797     | 65        | 744,741 4            | 6        | 51,056 19      |                     |
| Other sources             | 208,763     | 95        | 217,554 24           | 4        |                | 8,790 29            |
| Total                     | 20 520 078  | 01        | \$18 742 053 4       | -        |                |                     |
| 10101                     | 20,020,010  | 01        | Q10,172,000 T        | 0        |                |                     |

The length of railway for which traffic earnings were reported during the past year amounted to 5,898 miles, and for the previous year to 5,482 miles. The actual earnings per mile, therefore, for the two years were as follows:—

|                           | 1877-78. | 1876-77 |
|---------------------------|----------|---------|
| Passenger traffic         | \$1,083  | \$1,178 |
| Freight traffic           | 2,226    | 2,065   |
| Mails and express freight | 135      | 136     |
| Other sources             | 35       | 39      |
|                           |          |         |
| Total                     | \$3,479  | 3,418   |
|                           |          |         |

From this it will be seen that the earnings per mile shew an increase of \$61 as compared with the previous year.

\$16,100,102 54

The operating expenses for the year, as per statement No. 8, amounted to \$16,100,102.54, divided as follows :---

| Maintenance of line and buildings | \$3,581,769 05 |  |
|-----------------------------------|----------------|--|
| Working and repairs of engines    | 4,871,863 31   |  |
| Working and repairs of cars       | 1,612,077 39   |  |
| General operating expenses        | 6,034,392 79   |  |
|                                   |                |  |

The operating expenses for the previous year amounted to \$15,290,091.48, so that the expenses for the past year show an increase of \$810,011.06, or 5.30 per cent. as compared with the corresponding period.

Returns of operating expenses have only been received from railways representing a mileage of 5,889 which makes the expenses per mile of railway operated \$2,734.

For the previous year, reports of expenditure were received from only 5,390 miles of railway, making the actual expenses per mile of railway operated \$2,885, or a decrease of \$151 during the past year.

It will thus be seen that the railways of the Dominion, as far as reports have been received, have earned during the year ended 30th June, 1878, an amount equal to \$61 per mile of railway more than the previous year, and that the cost of doing the work has been less by an amount equal to \$151 per mile.

The receipts and expenses during the past two years were as follows, viz:-

| Receipts<br>Expenses             |                | \$18,742,053 48        |
|----------------------------------|----------------|------------------------|
| Making the net profit on working | \$4,419,975 47 | <b>\$3</b> ,451,962 00 |

This is equal to an increase in the net profit on working of \$968,013.47, or over 28 per cent, in excess of the net profit earned by railways during the corresponding year.

The percentage of the expenses to the earnings was, for 1877-78, 78 46 against 81.59 in 1876-77.

It will be seen from a previous portion of this report that the share and bonded liability of all the railways in the country amounted to \$35,080 per mile. Upon this basis the capital liability for shares and bonds of the railways in operation (6,143) miles) would amount to about \$215,500,000.

The net earnings for the past year would therefore be equal to the payment of a dividend of about 2 per cent. upon the share and bonded liability of all the railways in operation. This, of course, is allowing nothing for the Government and municipal loans and bonuses.

Statement No. 9 gives the number of persons killed and injured, from various causes, upon the railways during the year ended 30th June, 1878, as follows:----

|            | Killed. | Injured. | Total.      |
|------------|---------|----------|-------------|
| Passengers | 11      | 25       | 36          |
| Employés   | 45      | 300      | 345         |
| Others     | 41      | 36       | 77          |
|            |         |          |             |
| Total      | 97      | 361      | <b>45</b> 8 |

The number killed during the previous year was as follows :---

| Passengers | 5   |
|------------|-----|
| Employés   | 45  |
| Others     |     |
| -          |     |
| Total      | 111 |

Shewing an increase in the number of passengers killed of 6, and a decrease of 20 in the number of persons who were neither passengers nor employés. The number of employés killed—45—was the same as in the previous year.

The number injured during the previous year was :---

| Passengers | 18  |
|------------|-----|
| Bmployés   | 257 |
| Others     |     |
|            |     |
| Total      | 317 |

Shewing, that there was an increase during the past year of 44, divided as follows:-

| Increased number of passengers injured | 7  |
|----------------------------------------|----|
| do employés                            | 43 |
| Decreased number of others injured     | 6  |

The number of passengers carried during the year was 6,443,924, so that the number killed amounted to one in every 585,811, against one killed in every 1,214,646 in the previous year.

The number injured was one in every 257,355 carried, against one in every .357,402 carried in the previous year.

The following table shews the number killed and injured from various stated causes for the two years, viz :---

|                                                                                    | Killed.  |          | Injured. |          |
|------------------------------------------------------------------------------------|----------|----------|----------|----------|
|                                                                                    | 1877-78. | 1876-77. | 1877-78. | 1876-77. |
| Fell from cars or engines                                                          | 19       | 16       | 54       | 49       |
| Jumping on or off trains or engines in motion                                      | 10       | 9        | 30       | 35       |
| At work on or near track, making up trains<br>Putting arms or heads out of windows | 5        | 4        | 5        | 23       |
| Putting arms or heads out of windows                                               |          | 1        | 5        | 2        |
| Coupling                                                                           | 8        | 7        | 110      | 99       |
| Collisions or by trains thrown from track                                          | 5        | 9        | 18       | 12       |
| Walking, standing, lying or being on track                                         | 43       | 61       | 27       | 53       |
| Explosions                                                                         |          |          | 2        | l ï      |
| Striking bridges                                                                   | 3        | 2        | 7        | 2        |
| Other causes                                                                       | 4        | 2        | 103      | 50       |
| Total                                                                              | 97       | 111      | 361      | 317      |

The coal and iron mine branches in Nova Scotia shew an increased mileage of  $9\frac{1}{2}$  as compared with the previous year. The number of engines has increased from 14 to 18, and the number of waggons from 575 to 650.

No change has been reported in the mine branches of Cape Breton.

Statement No. 11 shews the Government and municipal loans and bonuses, &c., paid and promised, by the various Governments and municipalities throughout the country, in aid of the different railways, including the cost of the Intercolonial, Prince Edward Island, Pacific, and Quebec Montreal Ottawa and Occidental Railways, and the loans to the Grand Trunk and other lines up to 30th June, 1878. The amounts were as follows :---

| Dominion Gov   | ernment        | \$65,939,900 51    |                              |    |
|----------------|----------------|--------------------|------------------------------|----|
| Ontario        | do             | 4,148,517 02       |                              |    |
| Quebec         | do             | 10,815,146 97      |                              |    |
| New Brunswic   | k Government   | 3,178,000 00       |                              |    |
| Nova Scotia    | do             | 1,882,432 00       |                              |    |
|                |                |                    | \$85,963,996                 | 50 |
| Municipalities | in Ontario     | 8,147,445 78       |                              |    |
| do             | Quebec         | 4,016,000 00       |                              |    |
| do             | Nova Scotia    | <b>275,00</b> 0 00 |                              |    |
| do             | New Brunswick. | 296,500 00         |                              |    |
|                |                |                    | \$12,734,945                 | 78 |
|                | Total          | ••••••             | <b>\$98,6</b> 98,9 <b>42</b> | 28 |
|                |                |                    |                              |    |

The Government and municipal aid to railways up to 30th June, 1877, was \$92,824,737.30, making the increase during the past year \$5,874,204.98, made up as follows :---

| Dominion Go   | overnme  | nt                           | \$2,643,519         | <b>73</b> |
|---------------|----------|------------------------------|---------------------|-----------|
| Ontario       | do       | ·····                        | 897,747             | 28        |
| Quebec        | do       |                              | 519,640             | 97        |
| New Brunsw    | ick do   |                              | 345,000             | 00        |
| Municipalitie | s in Ont | ario                         | 1,178,592           | 00        |
| do            | Que      | bec                          | 293,000             | 00        |
| Less decreas  | e in am  | nount of subsidy promised by | <b>\$5</b> ,877,499 | 98        |
|               |          | ompared with previous year   | 3,295               | 00        |
|               |          |                              | \$5,874,204         | 98        |

The following table will shew the amounts still to be paid by the Governments and municipalities on the completion of the roads, to which the various amounts are promised :—

| · · · · · · · · · · · · · · · · · · ·                                                                                   | Total<br>Subsidy.                                                                                                           | Paid.                                                                                                                   | To be Paid.                                                                                            |
|-------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Dominion Government<br>Ontario do<br>Quebec do<br>New Brunswick Government<br>Nova Scotia do<br>Municipalities<br>Total | \$ cts.<br>65,939,900 51<br>4,148,517 02<br>10,815,146 97<br>3,178,000 00<br>1,882,432 00<br>12,734,945 78<br>98,698,942 28 | \$ cts.<br>65,939,900 51<br>2,229,639 02<br>8,513,613 27<br>2,730,000 00<br>818,750 00<br>7,224,578 63<br>87,456,481 43 | \$ cts.<br>1,918,878 00<br>2,301,533 70<br>448,000 00<br>1,063,682 00<br>5,510,367 15<br>11,242,460 85 |

Having now gone through the figures deduced from the returns which I enclose, I think it right to add a few remarks upon some points of interest in connection with these figures.

I have, in the first place, to say that it is exceedingly difficult to get from all the companies the information in the correct form in which it is desirable that it should be rendered.

There does not, unfortunately, appear to be a proper understanding on the part of many of the companies of the importance to themselves, as well as to the public interests, of affording full and correct information in regard to their affairs.

The enclosed returns are therefore to some extent incomplete.

I have had a great deal of correspondence with the different companies in the endeavor to get the information as correctly as possible; but it is quite certain that until Parliament establishes some mode by which the different companies will be compelled to furnish accurate returns of their operations during the year, these statistics, which are undoubtedly most valuable, cannot be of that perfect nature which they ought to be.

I think it right to advert to a few questions bearing upon the important question of the proper arrangement of the financial position of the railway system of this country. It is, of course, known that in England Parliament will not grant authority to any railway company to borrow on the bonded debt of the company more than one-third of the actual subscribed and paid-up share capital of the company so borrowing.

This principle has been entirely ignored in regard to Canadian railways, and it is well, perhaps, to call attention to the exact state of the figures in this respect.

From the statements which I have given in an earlier part of this report, it appears that the actual nominal cost of of all the railways of the Dominion amounts to a sum of \$45,995 per mile of railway.

Of this, the sum of \$24,403 has been nominally provided by ordinary and preference share capital, \$10,915 has been provided as a bonus in almost all cases by Governments and municipalities, and the sum of \$10,677 by bonded debt.

The result is, therefore, that nearly one-half the capital has been provided by bonded debt and Government and municipal aid, and the balance by securities which have not recived and do not receive any interest whatever upon the outlay.

It is certainly gratifying to find that the proportion of steel and iron rails is so rapidly preponderating in favor of steel; and there can be no doubt that, looking at the present relative prices of steel and iron, rails it is strict economy to abandon entirely the use of iron and adopt steel as the proper material for railways.

I think it right to call attention to the fact, that according to the returns rendered, the number of overhead bridges on the different lines of railway have diminished by 25 during the year. I have no doubt this is not entirely correct; but there is no doubt also of the fact, that where overhead bridges are decaying on railways, they are as far as possible being discontinued, and level crossings substituted instead.

It appears also from the returns, that the number of level crossings throughout the country which are entirely ungarded, and which depend upon the vigilance of the persons who are travelling along the public roads, have increased during the last year from 6,001 to 6,671—making an increase of such level crossings during the year of not less than 670—whilst at the same time the number of road crossings which are guarded by watchmen have decreased from 70 to 63. It is hardly necessary to point out that this question of level crossings is one of great importance, looking to the increased population, and therefore to the increasing number of both trains passing over these level crossings, and the number of persons and vehicles which use them upon the public highways.

I would suggest in conclusion, that some steps be taken to secure proper returns from all railway companies under penalties, as it appears there is no other way of securing proper attention to these important matters than by imposing certain penalties for non-compliance with the requirements of the Minister of Public Works, under the Acts which already exist.

I have the honor to be, Sir,

Your obedient servant,

C. J. BRYDGES.

F. BRAUN, Esq.,

Secretary Department of Public Works,

Ottawa.

# No. 1.-SUMMARY STATEMENT OF CAPITAL.

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|                                                         | LENGTH C                   | OF LINE.                              | 04DI                                                  | NARY SHARE CAP                                        | ITAL.                                                                          | Pref           | CRENCE SHARE Q.                        | APITAL.       |                                            | Bonded Di                                                                     | EBT.                                                                                 |                         |                                    | GOVERNM         |                                                                            |                                           |                                            |                                        | MUNICI                                  | PAL AID.                                  |                                      | TOTAL C                                               | JAPITAL.                                                | FLOATING DEBT.                         |                       |
|---------------------------------------------------------|----------------------------|---------------------------------------|-------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------|----------------|----------------------------------------|---------------|--------------------------------------------|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-------------------------|------------------------------------|-----------------|----------------------------------------------------------------------------|-------------------------------------------|--------------------------------------------|----------------------------------------|-----------------------------------------|-------------------------------------------|--------------------------------------|-------------------------------------------------------|---------------------------------------------------------|----------------------------------------|-----------------------|
| NAME OF RAILWAY.                                        | Completed<br>(Rails laid.) |                                       | Authorized.                                           | Subscribed.                                           | Paid up.                                                                       | Authorized.    | Subscribed.                            | Paid up.      | Authorized.                                | Subscribed.                                                                   | Paid up.                                                                             | Rate<br>of<br>Interest. | Name of Government.                | Loan            | Bonus.                                                                     | Subscription<br>to<br>Shares or<br>Bonds. | Paid up.                                   | Loan.                                  | Bonus.                                  | Subscription<br>to<br>Shares or<br>Bonds. | Paid up.                             | Subscribed.                                           | Paid up.                                                | Amount. Ra<br>Inter                    | f                     |
|                                                         | Miles.                     | Miles.                                | \$ cts.                                               | \$ cts.                                               | \$ cts.                                                                        | <b>\$</b> cts. | \$ cts.                                | \$ cts.       | \$ cts.                                    | \$ cts.                                                                       | \$ cts                                                                               | s. Per cent.            |                                    | \$ cts.         | \$ cts.                                                                    | \$ cts.                                   | \$ cts.                                    | \$ cts.                                | \$ cts.                                 | \$ cts.                                   | \$ cts.                              | s. <b>\$</b> cts.                                     | \$ cts.                                                 | \$ cts. Per c                          | ent. <b>\$</b>        |
| nd North Hastings<br>Ital                               | 000.00                     | 0 60<br>95 50                         | 1,000,000 00<br>300,000 00<br>978,400 00              | 172,000 00<br>978,400 00                              | 659,500 00<br>17,200 00<br>978,400 00                                          |                | · · · · · · · · · · · · · · · · · · ·  |               | 600,000 00<br>2,178,000 00                 | 2,178,000 00                                                                  |                                                                                      | •                       | New Brunswick<br>Ontario<br>do     | ••   •••••••    | $\begin{array}{r} 455,000 & 00 \\ 66,000 & 00 \\ 125,000 & 00 \end{array}$ |                                           | 455,000 00                                 | · · · · · · · · · · · · · · · · · · ·  | 70,000 00<br>60,000 00<br>75,000 00     | 42,500 00                                 | 70,000 00                            | 298,000 00                                            | 1,184,500 00                                            |                                        | 1,784,                |
| cific                                                   | 262.00                     | 48.00                                 | 15,100,000 00                                         | 15,100,000 00                                         | 15,100,000 00<br>94,000 00                                                     |                |                                        |               | 14,360,000 00                              | 11,144,082 36                                                                 | 11,144,082 36                                                                        |                         |                                    |                 | 147,858 65<br>10,203,951 63                                                |                                           | 147,858 65<br>10,203,951 63                |                                        | 322,500 00                              |                                           |                                      | 26,714,441 01<br>10,203,951 63                        | 3,356,400 00<br>26,714,441 01<br>10,203,951 63          | 20,000 00<br>808,259 32                | 7<br>                 |
| Grenville<br>nch<br>erboro' and Marmora                 | 47·00<br>20·00             |                                       | 150,000 00<br>500,000 00                              | 103,310 00                                            | <b>5</b> 0,000 00                                                              | 600,000 00     | 600,000 00                             | 600,000 00    | 500,000 00<br>2,100,000 00                 | 400,000 00                                                                    | 400,000 00                                                                           | 1 0                     | New Brunswick<br>Ontario<br>do     |                 | 32,000 00<br>18,740 00                                                     |                                           | 32,000 00<br>18,740 00                     |                                        | 113,500 00                              |                                           | 113,500 00                           | $\begin{array}{cccccccccccccccccccccccccccccccccccc$  | 94,000 00<br>82,000 00<br>1,132,240 00                  | 16,000 00<br>26,000 00<br>62,000 00    | 7<br>81 83<br>8 1,400 |
| ion                                                     | 22.50<br>33.00             |                                       | 400,000 00<br>1,000,000 00<br>2,000,000 00            | 319,280 00<br>111,000 00<br>20,400 00                 | 319,280 00<br>70 000 00<br>1,224 00                                            | •••••          |                                        |               | 200,010 00<br>200,000 00<br>820,000 00     | 100,000 00                                                                    | 100,000 00                                                                           | )                       | New Brunswick<br>Ontario           |                 | 230,000 00<br>270,000 00                                                   | ·····                                     | 230,000 00<br>40,000 00                    |                                        | $1,100,000 00 \\80,000 00 \\288,000 00$ | 50,000 00                                 | 80,000 00<br>140,000 00              |                                                       | 500,000 00<br>729,280 00<br>215,000 00                  | 100,000 00                             | 6 672<br>110          |
| Atlantic and St. Lawrence<br>Bufalo and Lake Huron      | 1,390.25                   |                                       | 65,635,700 80<br>5,000,000 00                         | 53,469,034 13<br>5,000,000 00                         | 53,403,668 65<br>5,000,000 00                                                  | 61,869,290 56  | 61,869,290 56                          | 61,829,438 65 | 45,575,339 99                              | 19,759,366 57<br>3,484,000 00                                                 | $\begin{array}{c} 19,713,002 \ 21 \\ 3,484,000 \ 00 \\ 3,715 \ 000 \ 00 \end{array}$ |                         | New Brunswick<br>Dominion          | . 15,142,633 33 | 410,000 00                                                                 | ·····                                     | 15,142,633 33                              | 3,000 00                               | 82,500 00                               |                                           | 82,500 00                            | 433,000 00<br>150,322,824 59                          | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$   | 2,583,637 60                           | 147,99                |
| Junction.                                               | 900.29                     | ••••••                                | 1,074,736 33                                          | 1,074,736 33                                          | 1,074,736 33                                                                   |                | 2,555,000 00                           | 2,555,000 00  |                                            | 3,715,982 20<br>1,095,000 00                                                  | 3,715,982 20<br>1,095,000 00                                                         |                         |                                    |                 |                                                                            | ·                                         |                                            | 1                                      |                                         |                                           |                                      | . e'utto'oco oo                                       | 6,270,982 20                                            |                                        | 8,48<br>6,27          |
| London and Port Stanley.<br>Wellington, Grey and Bruce. | 898·62                     |                                       | 32, 144, 700 00<br>1,500,000 00                       | 29,768,477 40<br>441,550 00<br>221,200 00             | $\begin{array}{r} 29,762,649 & 57 \\ 441,550 & 00 \\ 221,200 & 00 \end{array}$ | •••••          | 2,461,335 47                           | 2,461,335 47  | 23,699,026 60<br>600,000 00                | 427,400 00<br>2,589,066 66                                                    | 17,735,199 12<br>2,589,066 66                                                        |                         | Ontario                            |                 | 1                                                                          | •••••••                                   | 241.950.00                                 |                                        |                                         |                                           |                                      | 49,965,011 99                                         | 2,169,736 33<br>49,959,184 16<br>441,550 00             | ······                                 | 2,16<br>38,45         |
| Brantford, Norfolk and Port Burwell                     | <u> </u>                   |                                       | 400,000 00                                            | 22,210 00                                             | -                                                                              |                |                                        |               | •••••                                      | 912,646 00                                                                    | 912,646 00                                                                           | )  <br>                 | do                                 |                 | 178,630 08                                                                 |                                           | 178,630 08                                 |                                        | 682,000 00<br>311,500 00                | ·····                                     | 0.00                                 | 3,733,542 66<br>1,424,986 08                          | 3,733,542 66<br>1,420,980 28                            | 239,488 66                             | 3,28<br>1,40          |
| ape Breton Railway and Coal Company                     | 148 50 j<br>17·50 (        |                                       | 1,000,000 00<br>1,250,000 00                          | 268,400 00<br>445,300 00                              | $\begin{array}{r} 145,000 \ 00 \\ 445,300 \ 00 \end{array}$                    |                |                                        |               | 2,524,500 00<br>1,250,000 00               |                                                                               |                                                                                      | 6                       | Ontario<br>Nova Scotia             |                 | 406,500 00<br>623,682 00                                                   |                                           | 198,622 00                                 | •••••••••••••••••••••••••••••••••••••• | 774,000 00                              | 100,000 00                                | ,                                    | 1,068,982 00                                          | 634,662 00<br>445,300 00                                |                                        |                       |
| Pembroke                                                | 57-50<br>61-50<br>48-00    | 79 00<br>52 00                        | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 260,050 00<br>287,000 00                              | 260,050 00<br>124,320 90                                                       |                |                                        |               | 1,095,000 00                               | 221,431 97<br>106,000 00                                                      | 106,000 00                                                                           |                         | Dominion<br>Quebec<br>Ontario      |                 | 36,091,065 85<br>211,146 97<br>453,522 50                                  | •••••                                     | 36,091,065 85<br>213,522 50                |                                        | 488,000 00                              | 225,000 00                                | 225,000 00<br>488,000 00             | . 36,091,065 85                                       | 36,091,065 85<br>260,050 00<br>931,842 50               | 32,501 21                              | 36,09                 |
| nebec.<br>alley                                         | 15·00<br>70·00             |                                       | 1,000,000 00<br>500,000 00<br>3,000,000 00            | 400,000 00<br>120,000 00<br>3,000,000 00              | $\begin{array}{c} 120,000 & 00 \\ 100,000 & 00 \\ 1,085,024 & 56 \end{array}$  | ······         | · · · · · · · · · · · · · · · · · · ·  |               | 1,000,000 00<br>300,000 00<br>1,460,000 00 | $\begin{array}{c} 1,000,000 & 00 \\ 200,000 & 00 \\ 486,666 & 66 \end{array}$ | 480,000 00<br>200,000 00<br>486,666 66                                               |                         | Quebec<br>do<br>do                 |                 | 60,000 00                                                                  | •• ••                                     | 192,000 00<br>57,000 00<br>108,300 00      |                                        |                                         | 56,00C 00<br>55,000 00<br>62,000 00       | 36.000 00<br>58,000 05<br>62,000 00  | 1,800,000 00<br>438,000 00                            | 792,000 00 .<br>360,000 00 .                            | 25,000 00<br>35,000 00                 | 7 82                  |
| tlaud and Boston                                        | 32.00<br>139.20            |                                       | 800,000 00<br>2,000,000 00<br>834,114 99              | 400,000 00<br>974,800 00<br>834,114 99                | 001111001                                                                      |                | · · · · · · · · · · · · · · · · · · ·  |               | 893,000 00                                 | 400,000 00                                                                    | 400,000 00<br>2,330,962 96                                                           |                         | do<br>Ontario                      |                 | 85,000 00<br>168,350 20                                                    |                                           | 14,000 00<br>168,350 20                    | ·····                                  | 144,870 85                              | 65,000 00<br>25,000 00                    | 65,000 00<br>25,000 00               | 800,000 00                                            | 1,679,991 22<br>800,000 00<br>988,800 00                | ······································ | 80                    |
| Vermont Junction<br>efford and Chambly                  | 43 00                      |                                       | 1,000,000 00                                          | 246,300 00                                            | 86,890 00                                                                      |                |                                        |               | 750,000 00                                 | 1                                                                             |                                                                                      |                         | Quebec                             |                 | 142,500 00                                                                 |                                           | 41,650 38                                  |                                        | 144,010 85                              | 85,000 00                                 | 144,870 85<br>38,500 00              |                                                       | 3,478,299 00<br>128,540 38                              | 367,609 38 7 and                       | 8                     |
| City of Ottawa Junction                                 | 23 00                      | 81.50                                 | 1,000,000 00<br>1,000,000 00<br>3,500,000 00          | 4,000 00<br>200,000 00                                | 4,000 00<br>200,000 00                                                         | 400,000 00     | ••••••                                 |               | ,                                          | 1,722,000 00                                                                  |                                                                                      |                         | Quebec<br>Ontario<br>New Brunswick |                 | 172,000 00<br>270,000 00                                                   |                                           | 92,000 00                                  | 15,000 00                              | 25,000 00<br>180,000 00                 | •••••                                     | 15,000 00                            | 454,000 00                                            | 107,000 00<br>4,000 00                                  |                                        |                       |
|                                                         | 120.00<br>167.74           | 73.00                                 | 2,283,000 00                                          |                                                       | 1,178,000 00<br>425,000 00<br>12,750 00                                        | 610,000 00     | 610,000 00                             | 610,000 00    | 170,000 00<br>5,341,733 29                 | 170,000 00<br>4,192,633 34                                                    | 170,000 00<br>4,192,633 34                                                           | 5 and 6                 | do<br>Ontario                      |                 | 196,188 00                                                                 |                                           | 76,000 00<br>575,000 00<br>196,188 00      |                                        | 23,000 00<br>47,500 00<br>241,980 00    | <b>390,</b> 000 00                        | 23,000 00<br>47,500 00<br>631,980 00 |                                                       | 2,021,000 00<br>2,580,500 00<br>5,055,801 34            | 719,867 51                             |                       |
| d Lake Huron                                            | 14.00                      |                                       | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 8,000 00<br>92,630 00                                                          | 1              | · · · · · · · · · · · · · · · · · · ·  | 1             | 1,275,000 00<br>630,000 00                 | 1,065,000 00                                                                  | 356,561 00                                                                           |                         | New Brunswick                      | ······          | 70,000 00 1                                                                | ••••••                                    | 70,000 00 1                                |                                        | 13,000 00<br>200.000 00                 | ·····                                     | 13,000 00                            |                                                       | 12,750 00<br>91.000 00                                  | •••••••                                |                       |
| island                                                  |                            | 32.00                                 | 200,000 00                                            | 198,850 00                                            |                                                                                |                | · · · · · · · · · · · · · · · · · · ·  | 300,000 00    | 202,453 00 300,000 00                      |                                                                               | ······································                                               |                         | Dominion                           |                 | 55,000 00 1<br>80,000 00 1                                                 |                                           |                                            | 1                                      | 530,000 09<br>82,500 00                 | 100,000 00                                | 10,000 00                            | 986,303 00                                            | 773,381 00<br>194,550 00<br>300,000 00                  | 28,372 80                              |                       |
| reai, Ottawa and Occidental                             | 25.50<br>325.66<br>73.00   | 22 50                                 | 5,000,000 00                                          | 491,970-00                                            | 122,210 00<br>295,985 00                                                       | 450,000 00     |                                        | 10,000 00     | 3,000,000 00                               | 100,000 00                                                                    | 100,000 00                                                                           |                         | do                                 |                 | 6.0,000 00<br>7,879,000 00                                                 |                                           | 48,171 00   7,321,600 00                   |                                        | 7,000 00<br>2,459,000 00                |                                           | 10,000 CO<br>489,641 62              | 466,571 00<br>10,338,000 00                           | <b>3,409,919</b> 70 .<br>280,381 00 .<br>7,811,241 63 . |                                        | 3,409                 |
| and industry                                            | 12.00 .                    | • • • • • • • • • • • • •             | 2,000,000 00<br>48,000 00<br>2,710,090 80             | 860,000 00<br>42,100 00                               | 550,000 00<br>42,100 00                                                        | 789,909 20     | 789,909 20                             | 789,909 20    | 2,172,000 00                               |                                                                               | ····· ·····                                                                          |                         | New Brunswick                      |                 | 18,000 00                                                                  | 300,000 00                                | 1,180,000 00                               |                                        | 250,000 00                              | 60,000 00                                 |                                      | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 718,985 C0<br>1,430,000 00<br>42,100 00                 |                                        | 902<br>65             |
|                                                         | 22·33<br>161·00<br>32·00   | 6 67                                  | 250,000 00<br>4,800,000 00<br>1,000,000 00            | 25,000 00<br>2,317,500 00<br>366,300 00               | 15 000 00                                                                      |                |                                        |               | 3,200,000 00                               | 3,200,000 00                                                                  | 3,200,000 00                                                                         |                         | New Brunswick<br>Quebec            |                 | 150,000 00<br>444,0 0 00                                                   |                                           | 112,000 00 .                               |                                        | 6,000 00                                | 578,000 00                                |                                      | 1,519,909 20                                          | 1,519,909 20<br>127,000 00<br>5,685,391 89              | 57,226 83                              | 1,588                 |
| unction                                                 | 26.50                      | · · · · · · · · · · · · · · · · · · · | ,,                                                    | 366,500 00                                            | 193,350 00                                                                     |                | •••                                    |               | 600,000 00                                 | · 1                                                                           | 899,000 00                                                                           | 6                       | Nova Scotia<br>Intario.            | • ••••••        | 1?9,650 00 (                                                               |                                           | 139,650 00                                 |                                        | 388,500 00                              |                                           | 376,702 59                           | 505,950 00                                            | 505,950 00  .<br>1,574,264 59                           | 231,458 51                             | 368<br>1,600          |
|                                                         | 191.00<br>56.00            |                                       | 1,000,000 00 300,000 00                               | 813,800 00<br>300,000 00                              | 300,000 00 1.                                                                  |                |                                        |               | 2,000,000 00                               |                                                                               | 1,999,726 62                                                                         | 1                       | Ontario<br>Dominion<br>Ontario     |                 | 375,282 00<br>2,656 00                                                     | }                                         | . 1                                        |                                        | 988,000 00                              | ••••••                                    | 969,561 44                           |                                                       | 4,124,310 56                                            | 79,189 31                              | 4,251                 |
| ties<br>Perry and Lindsay                               | 10·17<br>92·00<br>46·50    |                                       | 1,000,000 00                                          | 1,000,000 00                                          | 796,461 81<br>500,800 00<br>179,944 19                                         |                | ······································ | 1             | 973,333 33<br>1,362,666 00                 | ••••••                                                                        | 957,273 33                                                                           | ·····                   | Nova Scotia<br>Intario             |                 | 679,100,00                                                                 |                                           | 679,100 00                                 |                                        | 180,000 00<br>275,000 00                |                                           | 175,000 00                           |                                                       | 300,000 0 <b>0</b><br>1,753,735 14 (<br>1,354,900 00 (  |                                        | 1,226                 |
| Total.                                                  | 84.00<br>6,864.82          |                                       | 2,433,333 00                                          | 1,467,300 00                                          | 1,467,300 00                                                                   |                |                                        | 69,155,683 32 |                                            | 1,623,529 00                                                                  | 1,623,529 00<br>83,710,938 13                                                        |                         | Jominion                           |                 | 1,089,674 00                                                               |                                           | 94,957 59<br>1,089,674 00<br>80,231,902 80 |                                        | 232,094 93                              | 10,000 C0                                 |                                      | 4,180,503 00                                          | 1,186,603 38<br>4,180,503 00                            | 62,762 53<br>263,777 00                | 1d 9 1,185<br>6 3,852 |

REMARKS.

erve account, \$266,031.66

# SUMMARY STATEMENTS.

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No. 2.-SUMMARY STATEMENT of

|          |                                                                                |                             | Length                   | of Line.                 |                           | 30<br>30          | Weig                | bt of           | to Mile.                   |
|----------|--------------------------------------------------------------------------------|-----------------------------|--------------------------|--------------------------|---------------------------|-------------------|---------------------|-----------------|----------------------------|
| Number.  | Name of Railway.                                                               | Completed.<br>(Rails laid.) | Under Con-<br>struction. | Laid with Iron<br>Rails. | Laid with<br>Steel Rails. | Length of Sidings | Iron Rails.         | Steel Rails.    | Number of Ties to Mile.    |
| 1        |                                                                                |                             |                          |                          |                           |                   | Lbs.                | Lbs.            |                            |
|          |                                                                                |                             |                          |                          |                           |                   | 105.                | <b>1</b> 03.    |                            |
|          | Albert                                                                         | 51 50<br>21·40              | •60                      | 51.50<br>13.20           | 8 20                      | 2 <sup>.</sup> 25 | 56<br>56 & 60       | 56              | <b>2,2</b> 40<br>2,200     |
| 23       | Eelleville & North Hastings<br>Canada Central                                  | 162 50                      | 85.50                    | 162                      | ·50                       | ••••              | 48 to 75            | 56<br>56        | 2,200                      |
|          | Canada Southern                                                                | 326.60                      |                          | 97.40                    | 229.20                    | 25.76             | 60                  | 60              | 2,809                      |
|          | Canadian Pacific                                                               | 262                         | 48                       |                          | 263                       | 8                 |                     | 57 <del>]</del> | 1 700                      |
|          | Carillon and Grenville<br>Chatham Branch                                       | 13<br>9                     |                          | 13<br>9                  |                           | 1 72              | 65                  |                 | 1,760                      |
| 8        | Cobourg, Peterboro' and                                                        |                             |                          | U                        |                           | -                 |                     |                 |                            |
|          | Marmora.                                                                       | 47                          |                          | 47                       |                           |                   | 56                  |                 | 2,650                      |
| .9       | Credit Valley                                                                  | 20<br>22·50                 | 134                      | 20<br>22·50              | •••••                     | •50               | 56                  | 54              | $2,347 \\ 2,400$           |
| 10<br>11 | Fredericton<br>Grand Junction                                                  | 33                          | 57                       | 33                       | *****                     |                   | 56<br>56            |                 | 2,112                      |
| 12       | Grand Southern                                                                 |                             | 82                       |                          |                           |                   |                     |                 |                            |
| 13       | Grand Trunk<br>do Atlantic and St.<br>Lawrence<br>do Buff.do and Lake<br>Huron | 1390.25                     |                          | 312                      | 1078 <sup>.</sup> 25      | <b>213·5</b> 0    | 65                  | 65              | 2,600                      |
|          | do Chicago, Detroit &                                                          |                             |                          |                          |                           |                   |                     |                 | Ļ                          |
| 14       | Can. G. T. Junc. )<br>Great Western<br>do London and Port                      | 898 62                      |                          | 172.94                   | 725-68                    | 190.76            | 66                  | 66              | 2,640                      |
|          | do London and Port<br>Stanley                                                  |                             | ·                        |                          |                           |                   |                     |                 | 2,640                      |
|          | do Wellington, Grey<br>and Bruce                                               |                             |                          |                          |                           |                   | •••••               |                 | 2,640                      |
|          | do London, Huron and ><br>Bruce                                                |                             |                          | •••••                    |                           |                   |                     | •••••           | 2,640 &<br>3,168           |
|          | do Brantford, Norfolk                                                          |                             |                          | ĺ                        |                           |                   |                     |                 |                            |
|          | and Port Burwell )<br>do Galt and Guelph /                                     |                             |                          |                          | ••••••••                  |                   |                     |                 |                            |
| 15       | Hamilton & North-Western.                                                      | 148.50                      |                          | 61.20                    | 87                        | 12.50             | 56                  | 56              | 2,640                      |
| 16       | Halifax and Cape Breton Ry.                                                    | 17.50                       | 61                       |                          | 17 50                     | .72               |                     | 56              | 2,240                      |
| 17       | and Coal Co                                                                    | 17·50<br>714                | 01                       | 24.50                    | 689.50                    | •75<br>85∙50      | 56                  | 57 <del>1</del> | 2,500                      |
| 18       | International                                                                  | 57.50                       |                          | 27 33                    | 30.17                     | 1.50              | 56                  | 57              | 2,260                      |
| 19       | Kingston and Pembroke                                                          | 61.20                       | 79                       | 61.20                    |                           | 3                 | 50                  |                 | 2,640                      |
| 20       | Lake Champlain and St.<br>Lawrence                                             | 48                          | 52                       | 48                       |                           |                   | 35                  |                 |                            |
| 21       | Laurentian                                                                     | 15                          | }                        | 15                       |                           | 1                 | 54                  |                 | 2,240                      |
| 22       | Lévis and Kennebec                                                             | 70                          |                          | 70                       |                           |                   |                     |                 | 0 100                      |
| 23       | Massawippi Valley                                                              | 36 75<br>32                 | •••••                    | 35·75<br>32              | 1                         | 1 3               | 56<br>56            | •••••           | 2,100<br>2,640             |
| 24<br>25 | Montreal, Portland & Boston<br>Midland                                         |                             | ·····                    |                          | 10                        | 17 50             | 56                  | 56              | 2,112                      |
| 26       | Missisquoi and Black Rivers                                                    |                             |                          |                          |                           |                   |                     |                 |                            |
| 27       | Valley<br>Montreal & Vermont Junc                                              | 10.10<br>23                 | 46 90                    | 10 10<br>23              |                           | 1.20              | 52 & 60<br>56 to 64 |                 | 2,400<br>2,200 to<br>2,600 |
| 28       | Stanstead, Shefford and                                                        |                             | · ·                      |                          |                           | ĺ                 |                     |                 | 1                          |
|          | _Chambly                                                                       | 43                          |                          | 43                       | ····                      | 5.06              | 50                  |                 | 2,400<br>2,600             |
| 29<br>30 | Waterloo and Magog<br>Montreal and City of Ottawa                              | 23                          |                          | 23                       | •••••                     | 1                 | 56                  | •••••           | 2,000                      |
| 00       | Junction                                                                       |                             | 81-50                    |                          |                           |                   |                     |                 |                            |
|          | Carried forward                                                                | 4696 42                     | 727.50                   | 1557.42                  | 3139 00                   | 575 RO            |                     |                 |                            |
| í I      | Called IOI Wald                                                                | 1000 44                     |                          | 20                       | 5100 00                   | 010 00            |                     |                 | •                          |

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# A 1879

# Characteris!ics of Roads, &c.

|                                           | Elevators.   | lev      | No. of<br>rel road<br>ossings | overhead              | Height of overhead<br>Bridges above Rail<br>level. | Level Crossings of other<br>Reilways. | Number of Junctions<br>with other Railways. | nctions              | Radius of sharpest curve. | Number of Feet per mile<br>of heaviest gradient. | Guage of Railway.                    |           |                                      |
|-------------------------------------------|--------------|----------|-------------------------------|-----------------------|----------------------------------------------------|---------------------------------------|---------------------------------------------|----------------------|---------------------------|--------------------------------------------------|--------------------------------------|-----------|--------------------------------------|
| Nature of Rail Fastening.                 |              |          | ded.                          |                       | abo                                                | Bain ya.                              | f Ju                                        | f Ju                 | shar                      | f Fe                                             | Rail                                 |           | Remarks.                             |
| •                                         | No. of Grain | Guarded. | Not Guarded                   | Number of<br>Bridges. | d de s                                             | Cro                                   | b ot]                                       | ber o<br>h Br        | is of                     | er o                                             | e of                                 | er.       | 1                                    |
|                                           | 0            | uar      | of G                          | Brid                  | leight<br>Bridg                                    | evel<br>Rei                           | wit                                         | wit                  | adiu                      | umb<br>of h                                      | uag                                  | Number    |                                      |
| *                                         |              | 0        |                               | - <u>z</u>            | -\ <sup>E</sup>                                    | - <u></u>                             | - Z                                         | <b>Z</b>             | <u> </u>                  | <u>.</u>                                         | 10                                   | <u>z</u>  | <br>                                 |
|                                           |              |          |                               |                       | Feet                                               |                                       |                                             |                      | Feet.                     | <br>  Feet.                                      | ft i                                 |           | 1                                    |
| Fish plates                               |              |          | 91                            |                       | 17                                                 | <br>                                  | 1                                           | 2                    |                           | . 76                                             | 4 8                                  | 1         |                                      |
| do                                        | ۱            |          | 10                            | 24                    | 18& 24                                             | i                                     |                                             |                      | 610<br>1432               | 118<br>54                                        | 4 8<br>5 6                           | į 2       |                                      |
| do                                        |              |          | 307                           | 10                    | 19                                                 | 9                                     | 10                                          | 3                    | 1432                      | 75                                               | 4 8                                  | 14        | 1                                    |
| Chairs and fish plates                    | •••••        | 1        | 7<br>6                        | 1                     | 16                                                 |                                       | 1                                           | <br>                 | 1910                      | 100<br>55                                        | 56<br>48                             | 6         | ,                                    |
| Chairs and fish plates<br>Fish plates     | ••••         | 1        | 31<br>194                     | <br>                  |                                                    | . 1                                   | 2                                           |                      | 573<br>2865               | 96<br>52                                         | 56<br>48                             | 8         | •                                    |
| do                                        |              |          | 11 29                         |                       |                                                    | 1                                     | 1                                           |                      | 1092                      | 88                                               | 48<br>48                             | 10        |                                      |
| ******                                    |              |          |                               | .                     | , <b>'</b>                                         |                                       |                                             | · <b> </b> • • • • • |                           | ·                                                | .36 <sup>1</sup><br>)                | 21        |                                      |
| Fish plates, bolts and chairs.            | 4            | 24       | 1156                          | 92 {                  | 18' 6''<br>to<br>28' 4''                           | 24                                    | 46                                          | 11                   | 1100                      | 52.80                                            | 4 8                                  | 13        |                                      |
| Fished and chairs                         | 2            | 28       | 790                           | 121                   | 18                                                 | 22                                    | 15                                          | 15                   | 1910                      | 52                                               | 4 8                                  | 14        |                                      |
| Fished                                    | <br>         |          |                               | ļ                     |                                                    |                                       | ļ                                           | <br>                 | 881                       | 52.80                                            | 4 8]                                 |           |                                      |
| do                                        | <br>         | <br>     |                               |                       |                                                    | ¦                                     |                                             | <br>                 | 881                       | 70                                               | 4 8]                                 |           |                                      |
| do                                        |              |          |                               | ļ                     |                                                    |                                       | <br>                                        | <br>                 | <b>8</b> 81               | 41]                                              | 4 8 <u>1</u>                         |           |                                      |
| *******                                   |              |          |                               | !<br>                 |                                                    |                                       |                                             |                      |                           |                                                  | !                                    |           |                                      |
| Fish plates                               | 1            | 2        | 199                           | 5                     | 16 <del>]</del> 418                                | 4                                     | 6                                           | 1                    | 1146                      | 70                                               | 4 8 <del>1</del>                     | 15        |                                      |
| Fished joint<br>Fish plates and scabbards |              |          | 2147                          |                       | 16to35                                             |                                       | 17                                          | 15                   | 955                       | 80                                               | 4 8                                  |           |                                      |
| + 161 plates                              |              | 2        | 24                            | 27                    |                                                    |                                       |                                             |                      | 694<br>1146               | 65<br>74                                         | 4 8                                  | 18        |                                      |
| d0                                        |              | z        | 37                            | •••••                 |                                                    | 1                                     |                                             | ••••                 | 955                       | 79                                               | 4 81                                 | i         |                                      |
| Fish plates and bolts                     | ••••         | ••••     | 8                             |                       |                                                    |                                       | 1                                           | •••••                |                           |                                                  | 36<br>48]                            | 21        | Aq                                   |
| Trimble spligs                            | •••••        |          | 20                            | 1                     | 19                                                 |                                       |                                             | 1                    | 442                       | 80                                               | 4 8 <del>1</del>                     | 22<br>23  |                                      |
| Fish plates and chairs<br>do do           | ••••         | ••••     | 176                           | 1<br>6                | 18]                                                | 3                                     | 2<br>3                                      | 1                    | 1433<br>600               | 52<br>65                                         | 4 8 <del>]</del><br>4 8 <del>]</del> | 24<br>25, | Operated  <br>Passumpsi              |
| Fish plates                               |              |          |                               |                       |                                                    |                                       | 1                                           |                      | 955                       | 79                                               | 4 8 <del>]</del>                     | 26        |                                      |
| do                                        |              | <br>     | 51                            |                       |                                                    |                                       | 2                                           |                      |                           |                                                  | 4 8 <del>1</del>                     |           |                                      |
| Fish plates and chairs                    |              |          | 42                            | 1                     | 21                                                 |                                       | 3<br>1                                      |                      | 819                       | 60<br>95                                         | 4 8 <del>]</del><br>4 8 <del>]</del> | 28        | Operated 1<br>Central Ve<br>mont Ry. |
| ********** ***************************    |              |          |                               |                       |                                                    |                                       | ا<br>ا                                      |                      |                           |                                                  | 4 8 <u>]</u>                         |           | õõ i                                 |
| ······································    | 7            | 60       | 5501                          | 272                   |                                                    | 65                                    | 108                                         | 50                   |                           |                                                  |                                      |           |                                      |
| 189 97                                    | • 1          |          |                               | I                     | 21                                                 |                                       | - •                                         | -                    |                           |                                                  |                                      | •         |                                      |

188-31

No. 2.-SUMMABY STATEMENT of

|                      |                                                                                                                       |                              | Length                                | of Line.                  |                               | igs.              | Weight                    | per Yaid.      | to Mile.                |
|----------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------|---------------------------------------|---------------------------|-------------------------------|-------------------|---------------------------|----------------|-------------------------|
| Number.              | Name of Railway                                                                                                       | Completed.<br>(Rails laid.)  | Under Con-<br>struction.              | Laid with Iron<br>Rails.  | Laid with<br>Steel Rails      | Length of Sidings | Iron Rails.               | Steel Rails.   | Number of Ties to Mile. |
|                      |                                                                                                                       |                              |                                       | ,<br>i                    |                               |                   | Lbs.                      | Lbs.           |                         |
|                      | Brought forward                                                                                                       | 4,696.42                     | 727 50                                | 1,557.42                  | <b>3,</b> 139 <sup>.</sup> 00 | 575·80            |                           |                |                         |
| 31<br>32<br>33<br>34 | New Brunswick.<br>New Brunswick and Canada<br>Northern<br>Nova Scotia, Nictaux and                                    | 19 <b>0</b><br>120<br>167·74 |                                       | 190<br>120<br>104·74      | 63                            | 14 50<br>44.88    | 40<br>56<br>56 & 58       | 56 de 58       | 2,500<br>2,600<br>2,400 |
| 35<br>36<br>37<br>38 | Atlantic Central<br>Petitcodiac and Figin<br>Port Dover and Lake Huron<br>Stratford and Huron<br>Prince Edward County | 14<br>63<br>27 50            | 73                                    | 14<br>63<br>27.50         |                               | •50<br>1:50       | 56<br>56<br>56            |                | 2,240<br>2,640          |
| 39<br>40<br>41<br>42 | Prince Edward Island<br>Quebec and Lake St. John.<br>Quebec Central<br>Quebec, Montreal, Ottawa                       |                              | 154·50<br>22·59                       | 188 75<br>2<br>47         | 9·75<br>*23·50<br>26          | 10·14<br>         | 40<br>50<br>56            | 50<br>56       | 2,200<br>2,500<br>2,540 |
|                      | and Occidental<br>St. John and Maine<br>St. Lawrence and Industry.                                                    | 325-66<br>92<br>12           | •••••••                               | 40<br>92<br>10 <b>·50</b> | 285.66<br><br>1.50            | 32                | 45<br>56<br>56 & 40       | 56<br>40       | 2,640<br>2,280<br>2,500 |
| 45                   | St. Lawrence and Ottawa<br>St. Martins and Upham<br>South-Eastern                                                     | 59<br>22·33<br>161           | 6 67                                  | 37<br>22·33<br>158        | 22<br>3                       | 6<br>5            | 56<br>56 to 70<br>50 & 56 | 56,60±72<br>56 | 2,640<br>2,266<br>2,400 |
| 48.<br>49<br>50      | Spring Hill and Parrsboro'<br>Toronto and Nipissing<br>Lake Simcoe Junction Ry                                        | 32<br>79<br>26 50            | · · · · · · · · · · · · · · · · · · · | 32<br>63·50<br>26·50      | 15.20                         | 3·75<br>11 25     | 40 & 56<br>40 & 56        | •••••          | 2,112<br>2,112          |
| 51<br>52<br>53       | Toronto, Grey and Bruce<br>Victoria<br>Welland                                                                        | 191<br>56<br>10·17           |                                       | 191<br>45<br>9·50         | 11<br>•67                     | 16<br>5·50        | 40 & 56<br>55<br>56       | 50<br>61       | 2,112<br>2,500<br>2,650 |
| 54<br>55             | Western Counties<br>Whitby, Port Perry and<br>Lindsay                                                                 |                              | 25                                    | 92<br>46·50               |                               | 9<br>4·50         | 56<br>56                  |                | 2,600<br>2,500<br>2,640 |
| 56                   | Windsor and Annapolis                                                                                                 | 84<br>6,864·82               | 1,041.17                              | 78<br>3,258·24            | 6<br>3,583.08<br>23.50        | 4·50<br>747·82    | 50 & 67                   | 56<br>         |                         |

-

# A. 1879

# Characteristics of Roads, &c.-Continued.

|                                                      | Eleva        | lev      | o. of<br>el road<br>ssings. | overhead                | ove Rail                                           | ogs of other                    | with other Railways.                      | Junctions<br>inch Lines.     | arpest curve.            | umber of Feet per mile<br>of heaviest gradient.  | Rail <b>way.</b>                                                                                                         |                          |
|------------------------------------------------------|--------------|----------|-----------------------------|-------------------------|----------------------------------------------------|---------------------------------|-------------------------------------------|------------------------------|--------------------------|--------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------|
| Nature of Rail Fastening.                            | No. of Grain | Guarded. | Not Guarded                 | Number of o<br>Bridges. | Height of overhead<br>Bridges above Rail<br>level. | Level Crossings of<br>Railways. | Number of Junctions<br>with other Railway | Number of Jun<br>with Branch | Radius of sharpest curve | Number of Feet per mile<br>of heaviest gradient. | Gange of Ra<br>Number,                                                                                                   | Remarks.                 |
|                                                      |              |          |                             |                         | Feet.                                              |                                 |                                           |                              | Feet.                    | Feet.                                            | ft.in                                                                                                                    |                          |
|                                                      | 7            | 60       | 5501                        | 272                     |                                                    | 65                              | 108                                       | 50                           |                          | ••••••••••••                                     |                                                                                                                          |                          |
| Fish plates<br>Chairs and fish plates<br>Fish plates | <br><br>2    | <br>     | 60<br>491                   | 1<br>1<br>10            | 18<br>18                                           | 2<br>5                          | 2                                         | 2<br>2                       | 600<br>1910<br>1432      | 80<br>60<br>60                                   | $   \begin{array}{c}     3 & 6 & 31 \\     4 & 8\frac{1}{2} & 32 \\     5 & 6 & 33   \end{array} $                       |                          |
| Chair<br>Fish plates                                 | <br><br>4    | 1        | 14<br>69                    | 1                       | 16                                                 | 5                               | 1 4 2                                     | <br>                         | 1000<br>716              | 80<br>70                                         | 4 8 33<br>4 8 35<br>4 8 36<br>4 8 36<br>4 8 37                                                                           | ake<br>Ded               |
| Fish plates<br>do<br>do                              |              |          | 134<br>1<br>14              |                         |                                                    |                                 | 1<br>3                                    | 2                            | 400<br>955               | 74<br>130<br>76                                  | 4 8 <sup>1</sup> / <sub>2</sub> 38<br>3 6 39<br>4 8 <sup>1</sup> / <sub>2</sub> 40<br>4 8 <sup>1</sup> / <sub>2</sub> 41 | 17                       |
| do<br>do<br>do                                       |              |          | 21<br>5                     | 2 2                     | 20<br>16                                           | )<br>2<br>1                     | 1<br>2<br>1                               | 3                            | 1433                     |                                                  | 4 81 42<br>4 81 43<br>4 81 43                                                                                            |                          |
| Fish plates, scabbards & chairs<br>do do do          | 1            | •••••    |                             | 8                       | 16                                                 | !<br>                           | 1                                         | 1                            | 11146                    | 52 <sup>.</sup> 80<br>130                        | 4 81 46                                                                                                                  |                          |
| Fish joint and chairs<br>Chairs<br>Fish plates       | <br>         | <br>     | 42<br>12<br>80              | ••••••••                |                                                    | 2<br>1<br>1                     | 3<br>2                                    | 2                            | 900<br>600               | 60<br>106                                        | 4 8 47<br>4 8 48<br>3 6 49                                                                                               |                          |
| do<br>do<br>Chairs and fish plates                   |              | 2        | 30                          | 8<br><br>3              | 17                                                 | 2<br>1<br>3                     | 1<br>2<br>4                               | 1                            | 462<br>955<br>1930       | 110<br>52 80<br>84                               | 3 6 50<br>3 6 51<br>4 8 52<br>4 8 5                                                                                      | Opera<br>Torot<br>Nipiss |
| Fish plates                                          |              | ••••     | 30<br>10                    | а<br>                   |                                                    |                                 | 2                                         |                              | 955                      | 135                                              | 4 8 54                                                                                                                   |                          |
| đọ<br>                                               |              |          | 51<br>69                    | 1                       |                                                    | 1                               | 2                                         |                              | 1433<br>699              | 105<br>75 <sup>.</sup> 80                        | 4 83 55                                                                                                                  |                          |
| *****                                                | 18<br>       | 63<br>   | 6671                        | 309<br>                 | •••••                                              | 91                              | 143                                       | <b>6</b> 3                   | •••••                    |                                                  |                                                                                                                          |                          |

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# No. 3.-SUMMARY STATEMENT of the different

|        | I                                                             | ······································ |                | in the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se |                                       | 456     | 34    |
|--------|---------------------------------------------------------------|----------------------------------------|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|---------|-------|
| 3      | St. Martins and Upham                                         | 22.33                                  | 6.67           | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | *******                               |         |       |
| 5 JI   | St. Lawrence and Ottawa.                                      | 59                                     |                | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       | 10      |       |
| e ji   | St. Lawrence and Industry                                     | 12                                     |                | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2       |       |
|        | Quebec, Montreal, Ottawa and Occidental<br>St. John and Maine | 325·66<br>92                           | ••••••         | 25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | •••••                                 | 5       | ,     |
| . 1    | Quebec Central.                                               | 73                                     | 22.50          | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2<br>8  |       |
| 1      | Quebec and Lake St. John                                      | 25.50                                  | 154 50         | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2       | ••••  |
|        | Prince Edward County<br>Prince Edward I.land                  | 198 50                                 | 32             | 18                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       | 14      |       |
|        | Stratford and Huron                                           | 27.50                                  |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ••••••                                |         |       |
| 1      | Port Dover and Lake Huron                                     | 63                                     |                | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 4       |       |
| 1      | Petitcodiac and Elgin.                                        | 14                                     |                | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 1       | ••••• |
| - 4    | Nova Scotia, Nictaux and Atlantic Central.                    | 107 74                                 | 73             | 74                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       |         |       |
|        | New Brunsw.ck and Canada                                      | $120 \\ 167 74$                        |                | - 11<br>32                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                       | 20      |       |
|        | New Brunswick                                                 | 190                                    | •••••          | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       | 5<br>4  |       |
| , 1    | Montreal and City of Ottawa Junction.                         |                                        | 81 <i>`</i> 50 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
| )      | Waterloo and Magog                                            | 23                                     |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1                                     |         |       |
|        | Stanstead, Shefford and Chambly                               | 23<br>43                               |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
|        | Mississquoi and Black Rivers Valley                           | 10·10<br>23                            | 46.90          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2                                     |         |       |
|        | Midland                                                       | 139.20                                 | 48.00          | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       | 9       |       |
| L      | Montreal, Portland and Boston                                 | 32                                     | •••••          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | •••••                                 |         |       |
| 3      | Massawippi Valley                                             | , 36.75                                |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
|        | Lévis and Kennebec.                                           | 70                                     |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
|        | Lake Champlain and St. Lawrence                               | 48<br>15                               | 52             | I                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | •••••                                 |         |       |
| 3      | Kingston and Pembroke                                         | 61.50                                  | 79<br>50       | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2       |       |
| 3      | International                                                 | 57.50                                  |                | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2       | ••••• |
| r !    | Intercolonial                                                 | 714                                    |                | 105                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       | 46      |       |
| 6      | Halifax & Cape Breton Railway & Coal Co.                      | 17.50                                  | 61             | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 3       |       |
| Š      | do Galt and Guelph                                            | 148 50                                 |                | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 6       |       |
|        | well                                                          |                                        | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         | l     |
|        | do Brantford, Norfolk and Port Bur-                           |                                        |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | ~       |       |
| ł      | do London, Huron and Bruce                                    | 898 62                                 |                | 216                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       | 105     |       |
|        | do Wellingtor, Grey and Bruce                                 |                                        | ļ              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
| -      | do London and Port Stapley.                                   | ,                                      | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         |       |
|        | Trunk Junction/<br>Great Western                              |                                        | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1                                     | i       | l     |
| i      | do Chicago, Detroit and Canada Grand                          |                                        | 1              | [                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |         |       |
|        | do Buffalo and Lake Huron                                     | 1,300.25                               |                | 434                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       | 163     |       |
|        | do Atlantic and St. Lawrence                                  |                                        | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1                                     |         | 1     |
| 3      | Grand Trunk                                                   |                                        | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | i       | 1     |
|        | Grand Southern                                                |                                        | 82             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | • • • • • • • • • • • • • • • • • • • |         |       |
| 1      | Fredericton                                                   | 2 ·50<br>33                            | 57             | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 3       | 1     |
| 9<br>0 | Credit Valley.                                                | 20                                     | 134            | 2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 2       |       |
| 8      | Cobourg, Peterboro' and Marmora                               | 47                                     | 10.            | 5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ¦                                     | 3       |       |
| 7      | Chatham Branch                                                | 9                                      |                | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 1       |       |
| 6      | Carillon and Grenville                                        | 13                                     |                | 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       |         |       |
| 5      | Canadian Pacific                                              | 262                                    | 48             | 51                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                       | 41      |       |
| 3<br>4 | Canada Central                                                | 162 50<br>326 60                       | 85 50          | 12                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 5                                     | 21      |       |
| 23     | Belleville and North Hastings.                                |                                        | •60            | 10                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ¦                                     |         |       |
| 1      | Albert                                                        | 51.50                                  |                | 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 3       |       |
|        |                                                               |                                        | 1              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | 1       | 1     |
|        |                                                               |                                        | tion.          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | I       | !_    |
|        | 1                                                             | pleted.                                | Construc       | - Owned                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Hired                                 | . Owned | . Hii |
|        |                                                               | Com-                                   | Under          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1                                     |         | ١     |
|        | 1                                                             |                                        |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | .'      |       |
| 0.     | hame of famway.                                               | 1                                      |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | 1       |       |
| о.     | Name of Railway.                                              | 1                                      |                | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | Ca      | rs.   |
|        |                                                               | Length                                 | of Line.       | No. of E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | ngines                                |         |       |
|        |                                                               | 1                                      |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       |         | cf    |
|        |                                                               | 1                                      |                | 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                       | 1       |       |

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# descriptions of Rolling Stock.

|                                       |            |                                  |             |                                           |         |                          | 1       |                                 |            |                               |                                         |
|---------------------------------------|------------|----------------------------------|-------------|-------------------------------------------|---------|--------------------------|---------|---------------------------------|------------|-------------------------------|-----------------------------------------|
| No.<br>Second<br>inst. and<br>Emigran | Class<br>1 | No.<br>Baggage<br>and<br>Express | , Mail<br>1 | No. of<br>Cattle and Box<br>Freight Cars. |         | No. o<br>Platform        | Caro    | No.<br>Hopper<br>Dumping        | and        | No.                           | Remarks.                                |
| Owned.                                | Hired.     | Owned.                           | Hired.      | Owned.                                    | Hired.  | Owned.                   | Hired.  | Owned.                          | Hired.     |                               |                                         |
|                                       |            | 1<br>4<br>2                      |             | 10<br>43<br>1,022<br>2                    | <br>793 | 21<br><br>165<br>220<br> |         |                                 |            | 1<br>2<br>3<br>4<br>5<br>6    |                                         |
| 1<br>2                                |            | 1                                |             | 1                                         |         | 50<br>36<br>11           |         | 150                             | •••••••••• | 7<br>8<br>9<br>10<br>11<br>12 |                                         |
| 111                                   |            | 84                               |             | 6,244                                     | 800     | 1,929                    | ••••••  | · · · · · · · · · · · · · · · · |            | 13                            |                                         |
| 57                                    |            | 33                               |             | 3,514                                     |         | 815                      | ******* | 182                             |            | 14                            |                                         |
| 6<br>3<br>34                          |            | 4<br>3<br>33                     |             | 17<br>20<br>1,162                         |         | 76<br>40<br>1,028        | 40      | 900                             |            | 15<br>16<br>17<br>18          |                                         |
| ·····                                 |            | 1                                |             | 2                                         |         | 9<br>30<br>2             |         |                                 |            | 19<br>20<br>21<br>22          |                                         |
|                                       |            | 10                               |             | 72                                        |         | 230                      | 6       |                                 | ·····      | 26                            | ) Operated by<br>Passumpsic<br>Railway. |
| ······                                |            |                                  | 2           | 52                                        |         | 60                       |         |                                 |            | 27<br>28<br>29<br>30<br>31    | Operated by<br>Central Ver-<br>mont.    |
| 8<br>6<br>                            |            | 3<br>12                          |             | 31<br>201                                 |         | 564                      | i       | •••••<br>•••••                  |            | 35                            | Operated by Pt.                         |
| <br>9                                 |            | 2<br>                            | 2           | 8<br>150<br>1                             |         | 21<br>100<br>50          | 16      | ·····                           |            | 37<br>88<br>39<br>40          | Dover and Lake                          |
| 22<br>22<br>6                         |            | 2<br>7<br>5<br>1<br>6            |             | 25<br>129<br>15<br>5<br>70                |         | 50<br>290<br>94          |         |                                 |            | 142                           |                                         |
| 288                                   |            | 1.14                             | 4           | 12,809                                    | 1,593   | 6<br>5,956               |         | 1,247                           |            | .   46<br>-                   |                                         |
|                                       |            |                                  |             |                                           |         | 25                       |         |                                 |            |                               |                                         |

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# No. 3.--SUMMARY STATEMENT of the different

| No. | Name of Railway.                 | Length          | of Line.                    | No. of E                                                     | ngines.                     | No. of<br>First Class<br>Cars.                      |        |  |
|-----|----------------------------------|-----------------|-----------------------------|--------------------------------------------------------------|-----------------------------|-----------------------------------------------------|--------|--|
| -   |                                  | Com-<br>pleted. | Under<br>Construc-<br>tion. | Owned.                                                       | Hired.                      | Owned.                                              | Hired. |  |
| 48  | Brought forward<br>South Eastern | 32              | 1,016 17                    | 975<br>5<br>1<br>12<br>20<br>2<br>3<br>6<br>4<br>10<br>1,038 | 8<br>3<br>1<br>1<br>1<br>12 | 456<br>4<br>1<br>7<br>12<br>1<br>3<br>3<br>6<br>496 | 34     |  |

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# descriptions of Rolling Stock-Continued.

| No<br>Secon 1<br>an<br>Emigran | Class<br>d                            | No.<br>Baggag<br>an<br>Express                      | e, Mail<br>d | No.<br>Cattle a<br>Freight                         | nd Box | No.<br>Platform                                         | of<br>Cars.                            | No. of<br>Hopper and<br>Dumping Cars. |                                        | No.                                                      | Remarks.                                                 |
|--------------------------------|---------------------------------------|-----------------------------------------------------|--------------|----------------------------------------------------|--------|---------------------------------------------------------|----------------------------------------|---------------------------------------|----------------------------------------|----------------------------------------------------------|----------------------------------------------------------|
| Owned.                         | Hired.                                | Owned.                                              | Hired.       | Owned.                                             | Hired. | Owned.                                                  | Hired.                                 | Owned.                                | Hired.                                 |                                                          |                                                          |
| 288                            |                                       | 246                                                 | 4            | 12,809                                             | 1,593  | 5,936                                                   | 62                                     | 1,247                                 |                                        |                                                          |                                                          |
| 2<br>                          | · · · · · · · · · · · · · · · · · · · | 2<br>1<br>3<br>6<br>1<br>5<br>2<br>3<br>2<br>3<br>2 |              | 10<br>2<br>98<br>214<br>2<br>120<br>22<br>37<br>50 |        | 30<br>6<br>187<br><br>223<br>25<br>13<br>60<br>69<br>72 | ······································ |                                       | ······································ | 47<br>48<br>49<br>50<br>51<br>52<br>53<br>54<br>55<br>56 | Operated by To-,<br>ronto and<br>Nipissing Rail-<br>way. |
| 308                            |                                       | 271                                                 | 4            | 13,364                                             | 1,593  | 6,641                                                   | 62                                     | 1,317                                 |                                        |                                                          |                                                          |

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# No. 4-SUMMARY STATEMENT of the

|            |                                       |          |                      | Train 1            | lileage.         |                         |
|------------|---------------------------------------|----------|----------------------|--------------------|------------------|-------------------------|
| Number.    | Name of Railway.                      | Mileage. | Passenger<br>Trains. | Freight<br>Trains. | Mixed<br>Trains. | Total Train<br>Mileage. |
| -          |                                       |          | . <u> </u>           | ·                  |                  |                         |
|            | Albert                                | 51.20    |                      |                    | 28,764           | 28,761                  |
| 2          | Canada Central                        | 162 50   | 87,516               | 58,717             | 16,070           | 162,303                 |
| 3          | Canada Southern                       | 326 60   | 504,601              | 857,737            | 319,576          | 1,681,914               |
| 4          | Carillon and Grenville                | 13       | 9,100                | 560                | ,,, ,, ,         | 9,660                   |
| -5         | Chatham Branch.                       | 9        |                      |                    |                  | ·····                   |
| <b>`∕6</b> | Cobourg, Peterboro' and Marmora       | 47       |                      |                    | 9,600            | 9,600                   |
| - 7        | Fredericton                           | 22.50    | 21,524               |                    | 22,260           | 43,784                  |
| -8         | Grand Trunk and leased Lines          | 1,390.25 | 1,975,938            | 5,944,365          | 963,968          | 8,884,271               |
| 9          | Great Western                         | 898.62   | 1,307,013            |                    |                  | 3,616,829               |
|            | London and Port Stanley               |          | 56,414               | 998                |                  | 57,412                  |
|            | Wellington, Grey and Bruce            |          | 231,137              | 92,098             |                  | 323,235                 |
|            | London, Huron and Bruce               |          | 84,503               | 45,347             |                  | 129,850                 |
|            | Hamilton and North Western            |          | 70,245               | 32,908             |                  | 103,153                 |
|            | Intercolonial                         | 7/4      | 764,324              | 02,000             | 1,275,726        | 2,040,050               |
|            | International                         | 57.50    |                      |                    | 1,210,120        | 2,010,000               |
|            | Kingston and Pembroke                 |          |                      |                    | 47,450           | 47,450                  |
|            | Laurentian                            | 15       |                      |                    | 9,960            | 9,960                   |
|            | Lévis and Kennebec                    | 15<br>70 |                      | ••••••             | 5,500            | 2,000                   |
|            | Massawippi Valley.                    | 36·75    | en 990               | 29 0.07            | 1 700            | 94,967                  |
| 20         | Montreal Dortland and Dorton          |          | 60,220               | 32,967             | 1,780            | 31,001                  |
| - 20       | Montreal, Portland and Boston         | 32       | 100 505              |                    |                  | 001 942                 |
|            | Midland                               | 139 20   | 198,767              |                    |                  | 291,243                 |
|            | Montreal and Vermont Junction         | 23       | 44,400               |                    | 1,843            | 136,319                 |
| 23         | Stanstead, Shefford and Chambly       | 43       | 50,772               | 43,271             | 4,113            | 98,156                  |
| 21         | Waterloo and Magog                    | 23       | 1,242                |                    | 7,728            | 8,970                   |
| 20         | New Brunswick.                        | 190      |                      | *****              |                  |                         |
|            | New Brunswick and Canada              | 120      | 14,201               | 33,495             |                  | 120,311                 |
|            | Northern                              | 167.74   | 190,909              | 125,492            | 222,782          | 539,183                 |
| 28         | Petitcodiac and Elgin                 | 14       |                      | **********         | 9,184            | 9,184                   |
|            | Port Dover and Lake Huron             | 90 50    |                      | 21,060             |                  | 133,380                 |
|            | Prince Edward Island                  | 198 50   |                      |                    | <b>2</b> 21,031  | 267,233                 |
|            | Quebee and Lake St. John              | 25·50    |                      |                    |                  |                         |
| 32         | Quebec Central                        | 73       |                      |                    | 32,000           | 32,000                  |
|            | Quebec, Montreal, Ottawa & Occidental | 117.66   | ·····                |                    |                  |                         |
|            | St. John and Maine                    | 92       |                      | 1                  |                  |                         |
| -35        | St. Lawrence and Industry             | 12       |                      |                    |                  |                         |
| 36         | St. Lawrence and Ottawa               | 59       | 81,030               | 12,552             | 33,715           | 127,297                 |
|            | South Eastern                         | 161      |                      | 1                  |                  |                         |
| -38        | Toronto and Nipissing                 | 105.50   |                      |                    |                  |                         |
|            | Toronto, Grey and Bruce               | 151      | 229,116              | 169,251            |                  | 398,367                 |
|            | Victoria.                             | 96       | 4,860                |                    | 15,228           | 20,088                  |
|            | Welland                               | 10.17    |                      | 18,100             | 773              | 51,032                  |
|            | Western Counties                      | 45       | 13,176               | 10,100             | 36,160           | 49,336                  |
|            | Whitby, Port Perry and Lindsay        | 46.20    |                      | 1                  | 63,047           | 63,047                  |
|            | Windsor and Annapolis                 | 81       | 33,638               | 1                  | 47,431           | 81,069                  |
|            |                                       |          | , <u> </u>           | <u></u>            |                  |                         |
|            | Totals                                | 6,143-49 | 6,225,327            | 9,981,786          | 3,462,334        | 19,669,447              |

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# Operations of the Year and Mileage.

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| Engine<br>Mileage.                                                | Total<br>Number of<br>Passengers<br>Carried.                     | Tons of<br>Freight<br>of 2,000 lbs.<br>Handled.                | Average<br>Rate of<br>Speed of<br>Passenger<br>Trains,<br>Miles per<br>Hour, | A verage<br>Rate of<br>Speed of<br>Freight<br>Trains.<br>Miles per<br>Hour. | Number                           | Remarks.                                                   |
|-------------------------------------------------------------------|------------------------------------------------------------------|----------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------|
| 30,278<br>162,303<br>2,014,047<br>9,750                           | 10,685<br>48,388<br>219,544<br>19,936                            | 29,433<br>66,231<br>958,044<br>643                             | 20<br>25<br>32<br>25                                                         | 20<br>12<br>15<br>20                                                        | 34                               | Not reported.                                              |
| 10,000.<br>45,486<br>11,384,011<br>4,476,778<br>77,914<br>426,158 | 2,930<br>28,48 t<br>2,025,737<br>1,206,372<br>228,073<br>458,123 | 26,736<br>8,830<br>2,387,942<br>1,854,663<br>62,196<br>162,261 | 15<br>25<br>24<br>24<br>17<br>21                                             | 12<br>18<br>12<br>14<br>• 12                                                | 7<br>8<br>9<br>10<br>11          | { Includes Brantford, Norfolk and<br>Port Burwell Railway. |
| 143,277<br>187,426<br>2,534,787<br>47,450                         | 149,424<br>146,651<br>618,957<br>11,164                          | 51,325<br>70,456<br>522,710<br>25,920                          | 23<br>22<br><br>14                                                           | 13<br>15<br><br>14                                                          | 16                               | Not reported.                                              |
| 11,000<br>                                                        |                                                                  | 2,775<br>30,934<br>133,405<br>444,510                          | $ \begin{array}{c} 12 \\ 22 \\ 16\frac{1}{2} \end{array} $                   | 12<br>10<br>13                                                              | 17<br>18<br>19<br>20<br>21<br>22 |                                                            |
| 126,445<br>651,671                                                | 39,139<br>2,315<br>29,768                                        | 36,923<br>1,288<br>52,340<br>120,172                           | 20                                                                           | 12<br>10<br>15 to 18                                                        | 23                               | For seven months.                                          |
| 9,184<br>133,380<br>286,064<br>                                   | 2,864<br>61,801<br>111,428<br>4,164                              |                                                                | 12<br>20<br>14<br>                                                           | 12<br>15<br>14                                                              | 28<br>29<br>30                   | Includes Stratford and Huron Ry.                           |
| 175,766                                                           | 8,922<br>59,358                                                  | 9,220<br>52,623                                                | 20<br>20                                                                     | 12<br>12<br>12                                                              | 33<br>34<br>35<br>36<br>37       |                                                            |
| 216,409<br>398,367<br>31,258<br>52,338<br>45,364<br>66,197        | 99,140<br>143,431<br>66,170<br>30,602<br>49,173                  | 100,814<br>94,300<br>23,999<br>92,511<br>26,398                | 20<br>20<br>15<br>22<br>25                                                   | 12<br>15<br>16<br>15                                                        | 39<br>40<br>41<br>42             |                                                            |
| 66,197<br>15,049<br>24,091,600                                    | 49,473<br>71,402<br>6,443,924                                    | 46,773<br>29,787<br>7,883,472                                  | 20<br>22                                                                     |                                                                             | 43<br>44                         |                                                            |

No. 5.-SUMMARY STATEMENT of

| 1                                                                                                            | 1                                   |                                          | <u> </u>                               |                                 |                         |
|--------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|----------------------------------------|---------------------------------|-------------------------|
| Name of Railway.                                                                                             | Mileage.                            | Fle                                      | our.                                   | Gra                             | in.                     |
| Number                                                                                                       | 4                                   | Barrels.                                 | Tons.                                  | Bushels.                        | Tons.                   |
| 1 Albert<br>2 Uanada Central<br>3 Canada Southern<br>4, Carillon and Grenville<br>5 Chatham Branch           | 326-60<br>13                        | <b>4</b> 1420                            | 442<br>654<br>91,324                   |                                 | 109<br>1,766<br>327,419 |
| Cobourg, Peterboro' and Marmora<br>7 Fredericton                                                             | 47<br>22·50                         |                                          | 319<br>2,280                           | 11,831<br>17,500                | 35<br>30                |
| 9 Great Western<br>10 London and Port Stanley<br>11 Wellington, Grey and Bruce<br>22 London, Huron and Bruce | 898.62                              | 2,243,620<br>20,000<br>231,840<br>27,680 | 2,000<br>23,184<br>2,768               | 296,160<br>2,156,520<br>806,640 | 7,404<br>53,91<br>20,16 |
| 13 Hamilton and North Western<br>14 Intercolonial<br>15 International<br>16 Kingeton and Pembroke            | 714                                 | 637,778                                  |                                        | 331,170                         |                         |
| 17 Laurentian<br>18 Icóvis and Kennebec<br>19 Massawippi Valley<br>20 Montreal, Portland and Boston          | 15<br>70<br>36·75<br>32             | 9,066                                    | 460                                    | 4,600                           | 14                      |
| 21 Midland.<br>22 Montreal and Vermont Junction                                                              | 139 20<br>23<br>43<br>23            | 50,102                                   | 5,270<br>                              | 942,162                         |                         |
| 25 New Brunswick                                                                                             | 190<br>120<br>167·74                | 106,592                                  |                                        |                                 |                         |
| 28]Petiteodiac and Elgin                                                                                     | 14<br>90-50<br>198-50<br>25-50      | 1,752<br>18,360<br>36,298                | 175<br>1,823<br>3,630                  | 200,864                         | 3,22                    |
| 32 Quebec Central<br>33 Quebec, Montreal, Ottawa and Occidental<br>34 St. John and Maine                     | 73                                  | •                                        | ······································ | ·····                           | *****                   |
| 26 St. Lawrence and Uttawa                                                                                   | <b>δ9</b><br>161<br>105- <b>5</b> 0 | 58,573                                   | 1,090<br>5,657                         | 435,415                         | 10,29                   |
| Welland                                                                                                      | 191<br>56<br>10·17                  |                                          | 5,021                                  | 20,211<br>2,384,004             | 69,11                   |
| 42 Western Counties.<br>42 Whitby, Port Perry and Lindsay                                                    | 45<br>46 50<br>84                   | 17,680<br>20,466                         |                                        | 2,975<br>541,391                |                         |
|                                                                                                              | 6,143-49                            |                                          |                                        |                                 |                         |

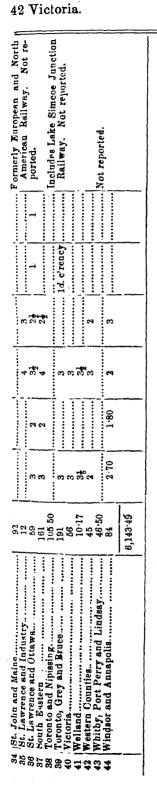
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Description of Freight carried.

| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                       | Live                                                                                                                      | Stock.                                                                                                                    | ock. of                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Lumi<br>f all kind<br>Firew                                                                                                                         | s except                                                                                     | Firew                                                                                                                               | ood.                                                                                                                                                                                   | Manufac-<br>tured Goods.                                       | All other<br>Articles.                                                                                                                                                                                                                             | Total<br>Weight<br>carried.                                                                                                                                                                                                                                                                                 |                                                                                                           | Remarks.                                                                                                                                                                                                                                     |
|------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| $\begin{array}{c c c c c c c c c c c c c c c c c c c $                       | No.                                                                                                                       | Tons.                                                                                                                     | Tons.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Feet.                                                                                                                                               | Tons.                                                                                        | Cords.                                                                                                                              | Tons.                                                                                                                                                                                  | Tons.                                                          | Tons.                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                             | nB                                                                                                        |                                                                                                                                                                                                                                              |
| 250,972 5,961 3,071 846 4,708 17,700 28,633 19,099 8,075 94,300 39 Simcoe Ju | 70<br>454,356<br>3,790<br>54,662<br>15,175<br>46,458<br>1,434<br>13,920<br>5,327<br>13,463<br>1,979<br>250,972<br>250,972 | 35<br>77,101<br>521<br>7,556<br>540<br>7,162<br>10<br>290<br>870<br>870<br>1,795<br>1,297<br>575<br>293<br>1,350<br>5,961 | 10<br>290<br>77,101<br>541<br>7,559<br>2,546<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>290<br>10<br>297<br>575<br>10<br>207<br>207<br>575<br>10<br>207<br>207<br>575<br>10<br>207<br>207<br>575<br>10<br>207<br>207<br>207<br>207<br>207<br>207<br>207<br>20 | 6,448,350<br>105,000<br>2,364,950<br>6,606,547<br>2,778,000<br>80,000<br>3,701,000<br>5,901,000<br>1,241,470<br>7,234,278<br>3,071,846<br>7,735,612 | 24,672<br>158<br>180,515<br>6,086<br>47,299<br>2,882<br>6,375<br>70,758<br>10,270<br>100<br> | 700<br>1,200<br>19,032<br>840<br>4,039<br>7,352<br>2,234<br>6,788<br>2,600<br>4,788<br>4,794<br>736<br>1,245<br>306<br>1,245<br>306 | 1,050<br>1,800<br>28,548<br>1,260<br>6,059<br>11,028<br>8,300<br>3,426<br>10,890<br>363<br><br>4,330<br><br>6,094<br>1,655<br>1,849<br>510<br><br>46,056<br>28,633<br><br>515<br>2,250 | 3,200<br>6,707<br>568<br>1,053<br>162<br>13,500<br>140,858<br> | 643<br>340<br>1,057<br>788,902<br>44,355<br>23,194<br>11,773<br>39,281<br>230,741<br><br>2,490<br>1,355<br><br>19,242<br><br>52,340<br>120,172<br>35,825<br>75)<br>66,051<br>8,314<br><br>9,720<br>3,160<br><br>13,576<br>8,075<br>5,517<br>12,C54 | 60,231<br>958,044<br>643<br>26,736<br>8,830<br>1,854,663<br>62,196<br>162,261<br>51,325<br>70,456<br>522,710<br>25,920<br>2,7.5<br><br>140,306<br>120,172<br>207,245<br>8,510<br>8,510<br>88,678<br>38,923<br>28,464<br><br>9,720<br>52,623<br><br>10,814<br>94,300<br>23,999<br>92,511<br>26,398<br>46,773 | $\begin{array}{c} 2 & 3 \\ 4 & 5 \\ 6 & 7 \\ 8 & 9 \\ 0 & 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$ | Includes Brock-<br>ville and Ottawa<br>Railway.<br>Not reported.<br>do<br>Includes Brant-<br>ford, Norfolk,<br>and Port Bur-<br>well Railway.<br>Not reported.<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do |

|                                             |                     |                                  |        |                                                                                                  | <br>Varying.<br>Includes Brantford, Norfolk and<br>Port Burwell Railway. | <br>Not reported,<br>do               | ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ინ<br>ი | includes Stratford and Huron<br>Railway<br>Not reported.                                         |
|---------------------------------------------|---------------------|----------------------------------|--------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|---------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
|                                             | Jmmigrants.         | Way.                             | Cents. | 5*                                                                                               |                                                                          | e 🕂                                   |                                                                                 | 6                                                                                                |
| Mile.                                       | Jmmig               | Through.                         | Cents. |                                                                                                  | 1.002                                                                    | 33<br>14                              | 2 to 3                                                                          | -fi                                                                                              |
| ares per                                    | sengers.            | 2nd Class.                       | Cents. | 63 66                                                                                            | 2 6 <sup>2</sup> 6<br>2 646<br>2 686                                     | 33 20                                 | 2<br>2 to 3                                                                     | 2                                                                                                |
| ssengor I                                   | Way Passengers.     | ist Class.                       | Cents. | 80.4 0.0 0<br>100 0 0 00<br>0 0 0 0 00                                                           | 4<br>2.683<br>2.686<br>2.686<br>2.686<br>2.686                           |                                       | 4<br>-21 to 5<br>-21 s                                                          |                                                                                                  |
| No. 6Statement of Passengor Fares per Mile. | Through Passengers. | 2nd Class. 1st Class. 2nd Class. | Cents. | 2<br>1<br>2<br>1<br>3<br>1<br>3<br>1<br>3<br>1<br>3<br>1<br>3<br>1<br>3<br>1<br>3<br>1<br>3<br>1 | 2 029<br>2 029<br>2 029<br>2 029                                         | 3                                     | 2 <del>1</del><br>24 to 3                                                       | 63                                                                                               |
| STATEM                                      | Through I           | lst Class.                       | Gents. | ະ ຫ ຫ ເງ<br>ເ                                                                                    | 2 029<br>2 029<br>2 029                                                  | m en en                               | € € 4 Å                                                                         | 5<br>5<br>6<br>7<br>6<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7<br>7 |
| No. 6                                       | Mileage             | 0                                |        | 51 50<br>326 60<br>336 47<br>9                                                                   | 22 50<br>1,390 25<br>898 62                                              | 148-50<br>714<br>57-50<br>61-50<br>15 | 70<br>36.75<br>33<br>33<br>33<br>23<br>23<br>23<br>23<br>23                     | 190<br>120<br>16774<br>14<br>90.50<br>198.50<br>25.50<br>73.00<br>117.65                         |
|                                             | Name of Railway.    |                                  |        | A lbert                                                                                          | · ····································                                   |                                       |                                                                                 | New Brunswick and Catada                                                                         |
| J                                           | No.                 |                                  |        |                                                                                                  | °∽∞∽≘≓≊<br>32                                                            | 84595                                 | 535709<br>535708                                                                | 25<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28<br>28                 |



| No. 7.—SUMMARY STATEMENT OF Harnings. | ght Mails and Other Total.<br>Ho. Freight. Sources. | cts. & cts.    | 31 187         | 32 1.903 88 283.865 | 39 1.490.270      | 50     | 7,449            | 19,165                           | 23,274                   | 7.085.52 4.110.985.58 | 78.384                     | 339,787 02                 | 119,725                   | 8,186 52 127,083 86          | 19.162 90        |          | 36         | A 158 10 130 080 80  |                                  | 80         | 56 167,127                    | 202                     | 122,300          | 167,778                     | 654,428    | 401 6,107 40              | 135,899                 | 76 37,392 99                                     |
|---------------------------------------|-----------------------------------------------------|----------------|----------------|---------------------|-------------------|--------|------------------|----------------------------------|--------------------------|-----------------------|----------------------------|----------------------------|---------------------------|------------------------------|------------------|----------|------------|----------------------|----------------------------------|------------|-------------------------------|-------------------------|------------------|-----------------------------|------------|---------------------------|-------------------------|--------------------------------------------------|
| No. 7SUMMARY STATEMENT OF Earnings.   | Mails and<br>Express<br>Freight.                    | ¢<br>cts       | 31 187 201 491 | 32 1.903            | 39                | 50     | į                |                                  |                          | 7.085.52              |                            |                            |                           | 8,186 52                     |                  | 190 68   |            | 58 10                | 2                                | 5 08       |                               | 0.2                     | 20               | Ξ                           | 2          | : <                       | 49                      | 18                                               |
| No. 7SUMMARY STATEMENT OF F           |                                                     | ••             | 31 187         | 14,166 32           | 34,418 39         | 47 50  | 56               |                                  |                          |                       | -                          |                            | 1                         |                              |                  |          |            |                      | - (-                             |            |                               | 101                     | 609              | 8,414 2                     |            | 601                       | 104<br>664              | 5,713 76                                         |
| No. 7.—Summary Staff                  | R bt                                                | cta.           |                | · · · ·             |                   |        | 868              |                                  | _                        | 122,562               | 2,902                      | 15,539                     | _                         | 2,478                        | 505              | 2,225    | 190 00     | 6 762 50             |                                  | 7,737      | 5,866                         | 21 45                   |                  | 16,539 43                   | 13,470     | 202                       | 8,064 00                | 195 60                                           |
| No. 7Sum                              | Freight<br>Traffic.                                 | <del>69</del>  | 14.694         | 134,727 86          | 1,101,750 48      | 808 67 | 5,297 90         | 18,100 00                        | 8,205 26<br>0 107 020 05 | 2.634.461 14          | 30.765 74                  | 156,693 12                 |                           |                              | 10,858 30        |          | 4,131 00   | 72 930 00            |                                  | 171,138 90 |                               | 41,223 11<br>1 699 17   | 79.159 11        | 110,667 40                  | 390,039 20 |                           | 62,160 69               | 26,922 30                                        |
|                                       | Passenger<br>Traffic.                               | <b>\$</b> cts. | 5.985 35       | 13                  |                   | 4,852  | 1,253 21         | 1,065 00                         | 13,221 04                | 1.346.573 52          | 44.716 93                  | 167,554 49                 | 63, 223 81                | 00,761 73                    | 7,799 16         | 8,238 40 | 4,773 95   | 47 130 00            | 1                                | 84,202     | 40,003 25                     | 1 358 86                | 42.531           | 32,157 15                   | 228,163    | 169                       | 61,010                  | 3,961 33                                         |
|                                       | Mileage.                                            |                | 51.50          | 162.50              | 326.60            | 13     | <b>6</b>         | 47                               | 22.00                    | 898.62                |                            |                            |                           | 148.00                       | 67.50            | 61.50    | 15         | 26.75                | 32                               | 139-20     | 52                            | 0 e 6                   | 190              | 120                         | 167-74     | 00.50                     | 198 50                  | 117 AG                                           |
|                                       | Name of Railway.                                    |                | Albert         | 2 Canada Central    | 3 Canada Southern |        | 5 Chatham Branch | Uobourg, Peterboro' and Marmora. | Diffedericton            | Grant Vestern         | 10 London and Port Stanley | Wellington, Grey and Bruce | 2 London, Huron and Bruce | 3 Hamilton and North Western | 5 [International | Pembroke | Laurentian | o Levis and Dequeder | 00 Montreal, Portland and Boston |            | Montreal and Vermont Junction | 24 Wratarlon and Mernor | 25 New Brunswick | 26 New Brunswick and Canada |            | Dert Daras and Lube Husen | 80 Prince Edward Island | 31 Juebec and Lake 31. John<br>32 Quebec Central |

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| 90 Formerly European and North<br>22 American Railway.<br>53 | ncludes lake Simcoe Junction<br>Railway |                                                                                                                    |                                     |
|--------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| uropean a<br>Railway.                                        | te Simcoe                               |                                                                                                                    |                                     |
| ormerly European<br>American Railway.                        | ncludes Lab<br>Railway.                 |                                                                                                                    |                                     |
| 129,703 90 Fo<br>13,646 22 A<br>177,240 53                   | 37<br>13<br>13                          | 16,439 00<br>94,402 28<br>64,825 57<br>72,450 49<br>103,546 46                                                     | 20,520,078 01                       |
| 230 50<br>2,381 55                                           |                                         | 14,820 76<br>14,820 76<br>822 16<br>1,849 47                                                                       | 208,763 95 20                       |
| 80                                                           |                                         | 211 72<br>2,340 34<br>3,060 39<br>6,208 70<br>6,208 70                                                             | 195, 197 65                         |
|                                                              | 18,851 60<br>121,835 64<br>178,845 49   | 11,656 63<br>54,708 42<br>36,312 60<br>42,777 03<br>42,839 64                                                      | 6,143-49 6,386,325 27 13,129,191 14 |
|                                                              |                                         | 5,873 17<br>22,532 76<br>25,128 05<br>52,648 65<br>52,648 65                                                       | 6,386,325 27                        |
| 92<br>12<br>59                                               |                                         | 56<br>10·17<br>45<br>45<br>84<br>84                                                                                | 6,143-49                            |
| 34 St. John and Maine                                        | 37 South Eastern                        | 40 Victoria.<br>41 Wesland<br>42 Western Counties<br>43 Whitby, Port Perry and Lindsay<br>44 Windsor and Annapolis |                                     |

A. 1879

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| No. 8SUMMARY Statement of Operating Expenses.         No. 8SUMMARY Statement of Operating Expenses.         Maintenance       Working and Repairs       Working General Expenses.         Buildings, &c.       of Line, of Engines.       of Cars.       s cts.       s cts.         S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.       S cts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              | Remarks.                                  | Includes Brockville & Ottawa<br>Railway.<br>Not reported.<br>Includes Brantford, Norfolk,<br>and Port Burwell Railway.<br>*Includes cars.<br>*Includes cars.<br>*Includes cars.<br>"Includes Stratford and Huron                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | _                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| No.       8SUMMARY Statement of Operating Exponse         No.       8SUMMARY Statement of Operating Exponse         Maintenance       Working and and Repairs       Morking of Line, of Engines.         Buildings, &c.       of Engairs       and Repairs       of Cars.         Buildings, $dc.$ $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts. $5$ cts.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              | Total.                                    | <ul> <li>C ta.</li> <li>T cta.</li> <lit cta.<="" li=""> <li>T cta.</li></lit></ul> | 221,599 49             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | g Expenses.  | General<br>Operating<br>Expenses.         | \$ cts.           5,097         06           70,949         61           70,949         61           60,783         96           60,783         96           10,465         00           11,264,570         29           12,245         67           13,171         20           15,101         26           15,101         28           19,856         65           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,893         78           9,186         65           11,216         78           26,188         73           26,188         76           26,188         76           26,188         76 <td>53,221 14</td>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 53,221 14              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | of Operating | Working<br>and Repairs<br>of Cars.        | <ul> <li>cts.</li> <li>cts.</li> <li>1,470</li> <li>100,826</li> <li>781</li> <li>109,826</li> <li>781</li> <li>744</li> <li>904</li> <li>812</li> <li>810</li> <li>97</li> <li>77</li> <li>76</li> <li>77</li> <li>100</li> <li>20,374</li> <li>50</li> <li>70</li> <li>20,374</li> <li>50</li> <li>70</li> <li>4,077</li> <li>100</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 26,307 69              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | r Statement  | Working and<br>Repairs<br>of Engines.     | <ul> <li>cta.</li> <li>6,147 08</li> <li>6,147 08</li> <li>56,702 45</li> <li>319,622 60</li> <li>4,653 51</li> <li>4,653 51</li> <li>2,330 691 58</li> <li>730,691 58</li> <li>730,691 58</li> <li>730,691 58</li> <li>730,691 58</li> <li>730,691 58</li> <li>730,691 58</li> <li>733,752 09</li> <li>537,714 45</li> <li>733,815 04</li> <li>9,818 21</li> <li>9,818 21</li> <li>9,818 21</li> <li>9,818 21</li> <li>1,529 55</li> <li>777 901</li> <li>1,531 12</li> <li>23,779 01</li> <li>1,311 20</li> <li>23,855 54</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 51,677 89              |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 8Summari     | Maintenance<br>of Line,<br>Buildings, &c. | $\begin{array}{c} \$ \  \  \  \  \  \  \  \  \  \  \  \  \$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 90,392 87              |
| Name of Railway.<br>Antel Railway.<br>Atel Ranch Marmora.<br>d Grenville.<br>d Grenville.<br>d Grenville.<br>then and Marmora.<br>the and Isnee.<br>the and Bruce.<br>d Permork Junction.<br>a Valley.<br>cennebec.<br>cennebec.<br>a Valley.<br>ortland and Boston.<br>a Valley.<br>a Valley                                                                                                                                                                                                                                                                                                                                 | N0.          | Mileage.                                  | 51.50         163.50           13326.60         133           13326.50         133           13326.50         133           1336.55         133           13390.25         13390.25           144.50         114           15         15           161.50         16           161.50         15           133         20           14.4         16           15         133           161.74         16           1120         120           120         20           14.74         16                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 198.60                 |
| Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name<br>Name |              | Name of Railway.                          | Albert                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | aurrince haward tsiand |

## Sessional Papers (No. 188.)

A. 1879

| Not reported.                              | Not reported.<br>10 Formerly European & North<br>81 American Railway.<br>00 | Includes Lake Simcce Junc-<br>tion Railway.                     |                                | <u></u>                   |
|--------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------|--------------------------------|---------------------------|
| 2,124 16 2,822 82 2 20,467 53 Not reported | 101,601 10 Formerly Eu<br>101,601 10 Formerly Eu<br>101,476 00              | 58,496 36<br>127,669 85<br>207,001 11<br>11,413 49<br>61 643 09 |                                | 16,100,102 54             |
| 2,822 82                                   | 24,520 35<br>2,829 93<br>44,308 38                                          |                                                                 |                                | 6,034,392 79              |
| 2,124 16                                   | 9,871 99<br>675 00<br>8,786 91                                              | 2,115 65<br>6,522 32<br>11,768 78<br>1,151 69<br>6,177 37       | 704 64<br>2,500 99<br>6,475 71 | 1,612,077 39              |
| 10,993 05 4,527 50                         | •                                                                           | 12,775 66<br>39,093 74<br>57,908 79<br>3,475 73<br>16,b85 66    |                                | 3,581,769 05 4,871,863 31 |
| 10,993 05                                  | 42,001 56<br>4,010 59<br>24,353 05                                          | 20,203 82<br>33,449 70<br>42,322 55<br>3,181 43<br>14,491 05    | 1                              | 3,581,769 05              |
|                                            | 92<br>92<br>59<br>59                                                        | 161<br>105 50<br>191<br>56<br>10·17                             |                                | 6143-49                   |
| 31 Quebec and Lake St. John                | as generation and Maine                                                     | 31 Sourd Bastern                                                | 42 Western Counties            |                           |

Sessional Papers (No. 188.)

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## Sessional Papers (No. 188.)

## A. 1879

#### No. 9.- SUMMARY

|              | Name of Railway.                                                                              | Mileage              | Passengers<br>Employês<br>or<br>Others.          | ca                   | l fror<br>rs or<br>gines | Jumning on or off | trains or engines<br>when in motion. | At work on or near | track, making up trains. | D TTT D  | head out of win- |         | Coupling cars, |
|--------------|-----------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------|----------------------|--------------------------|-------------------|--------------------------------------|--------------------|--------------------------|----------|------------------|---------|----------------|
| Number.      |                                                                                               |                      |                                                  | Killed.              | Injured.                 | Killed.           | Injured.                             | Killed.            | Injured.                 | Killed.  | Injured.         | Killed. | Injured.       |
| 2            | Albert                                                                                        | 162.50               | Others                                           | 1                    | .                        |                   |                                      |                    |                          |          |                  |         |                |
| 4            | Carillon and Grenville<br>Chatham Branch                                                      | 13                   | (Others                                          | •   •••••<br>  ••••• |                          | •                 |                                      | ·   · · · · ·      |                          |          |                  |         |                |
| 6<br>7       | Cobourg, Peterboro' & Marmora<br>Fredericton                                                  | 47                   | (Passenger                                       | .                    |                          |                   |                                      |                    |                          |          |                  |         |                |
| 8            | Grand Trunk                                                                                   | 1,390-25             |                                                  |                      |                          | 8]]<br>8]2        | 5                                    | ,                  |                          | <br>     |                  | 6       |                |
| 9            | Great Western                                                                                 | 898•62<br>           | Employés.                                        |                      | 1 2                      | j<br>             |                                      |                    |                          |          | 3                |         | 6              |
| 10           | Wellington, Grey and Bruce<br>London and Port Stanley                                         |                      | Passengers<br>Employés.<br>Others                |                      |                          |                   | <br>                                 |                    |                          | <br>     |                  |         | 2              |
| 12           | London, Huron and Bruce<br>Hamilton and North Western                                         |                      | f Employés                                       | i                    |                          |                   | 1                                    |                    | i                        |          | ·····            | ·<br>1  |                |
| Ì            | Intercolonial.                                                                                |                      | { Others<br>{ Passengers<br>Employés,.<br>Others |                      |                          |                   |                                      |                    |                          |          | •••••            | <br>1   | 5              |
| 16           | International<br>Kingston and Pembroke<br>Laurentian                                          | 57.50<br>61.50<br>15 | ••••••                                           |                      |                          |                   |                                      |                    |                          |          |                  |         |                |
| 19)          | Lévis and Kennebec<br>Massawippi Valley<br>Montreal, Portland and Boston                      | 32                   | Employés                                         |                      | <br>                     |                   |                                      | •••••              | '                        |          | ·····            |         | 1              |
| 22           | Midland                                                                                       | 139·20<br>23         | Others<br>{ Employés<br>{ Others<br>Passengers   | <br>                 | 1                        | <br>              |                                      | ••••••<br>•••••    |                          | •••      | ,                |         | <br>           |
| 24<br>25 1   | Stanstead, Shefford and Chambly<br>Waterloo and Magog<br>New Brunswick                        | 72 /                 |                                                  | 1                    |                          | ,                 |                                      |                    |                          | - 1      |                  | 1       | <br>           |
| 27 ]<br>28 ] | New Brunswick and Cana Ia<br>Northern<br>Petitcodiac and Elgin                                |                      | Employës                                         |                      | ******                   |                   |                                      |                    |                          |          |                  |         | 1              |
| 30 1         | Port Dover and Lake Huron<br>Prince Edward Island<br>Quebec and Lake St. John                 | 198.50               | { Passengers<br>{ Employés<br>Employés           | 1                    | •••••                    | •••••             | <br>                                 | 2                  |                          |          |                  |         | 2              |
| 32 (<br>33 ( | Juebec Central.<br>Juebec Central.<br>Juebec, Montreal, Ottawa & Occi.<br>St. John and Maine. | 73<br>117.66         | Passengers                                       |                      | •••••                    | •••••             |                                      |                    |                          | :: :     |                  |         |                |
| 35 8<br>36 8 | St. Lawrence and Industry<br>St. Lawrence and Ottawa<br>Bouth Eastern                         | 12<br>59             |                                                  |                      | •••••                    | •••••             | •••••                                |                    |                          | <u> </u> | •••••            |         | <br>           |
| 38           | Coronto and Nipiesing                                                                         |                      | Employés                                         |                      |                          |                   |                                      |                    |                          | !-       |                  |         | 110            |
| 1            | Carried forward                                                                               |                      | 38                                               | 17                   | 54                       | 9                 | <b>3</b> 0)                          | 4                  | 5)                       | ]        | D                | 9       |                |

#### OF ACCIDENTS.

| Collisions, or by<br>trains thrown    | from track.                            | Walking, standing, | lying, or being on<br>track.           | Expl    | osions.   | Str<br>bri | iking<br>dges. |         | her<br>uses.                          | То                     | tals.                                 |                                  | Remarks. |
|---------------------------------------|----------------------------------------|--------------------|----------------------------------------|---------|-----------|------------|----------------|---------|---------------------------------------|------------------------|---------------------------------------|----------------------------------|----------|
| Killed.                               | Injured.                               | Killed.            | Injured.                               | Killed. | Injured.  | Killed.    | Injured.       | Killed. | I I I I I I I I I I I I I I I I I I I | Killed.                | Injured.                              | Number.                          |          |
| <br><br>1                             | 2                                      | 2                  |                                        |         | <br> <br> |            | <br>           |         |                                       | 2                      | 14                                    | 3                                |          |
|                                       | 15                                     |                    | <br> <br>                              |         |           | 2          |                | 4       | 1 97                                  |                        |                                       | 4<br>5<br>6<br>7                 |          |
|                                       |                                        | 20<br>1            | 2                                      |         |           | 1          |                | 1       | 4                                     | 23<br>1<br>2<br>1<br>1 | 29<br>6<br>11<br>2<br>1               | 9                                |          |
|                                       |                                        | 2                  |                                        | ·····   |           |            |                |         | · · · · · · · · · · · · · · · · · · · | 2<br>2<br>1<br>1<br>3  | 1                                     | 11<br>12<br>13                   |          |
|                                       |                                        | 4                  | 2                                      |         |           |            | 1              |         |                                       | 3<br>4<br>             | 2                                     | 14<br>15<br>16<br>17<br>18<br>19 |          |
|                                       |                                        | 3<br>1             | 1                                      | •••••   |           |            |                |         | 1                                     | 3<br>1<br>1            | 1 2                                   | 20<br>21<br>22<br>22<br>23<br>23 |          |
| · · · · · · · · · · · · · · · · · · · | ······································ |                    |                                        |         |           |            |                |         |                                       | <br>2<br>2             | 2                                     | 25<br>26<br>27<br>28<br>29       |          |
| •••••••                               | ••••••                                 |                    | •••••••••••••••••••••••••••••••••••••• | •••••   |           | ••••••     |                | ·····   | ·····                                 |                        | · · · · · · · · · · · · · · · · · · · | 32<br>33<br>34<br>35             |          |
| •••••••                               |                                        | 1                  | ·····                                  |         |           |            | ·····          | ••••••  | ······                                | 2                      | 361                                   | 37<br>38                         |          |

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#### A. 1879

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#### No. 9-SUMMARY OF

|                      | Name of Railway.                                                                                                                                            | Mileage.          | Passengers,<br>Employés<br>or<br>Others.                 | car                    | from<br>s or<br>ines. |                      | when in motion.            | on or ne | track, making up<br>trains. | 8,1108   | head out of win-<br>dow. |         | Coupling cars.     |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------------------------|------------------------|-----------------------|----------------------|----------------------------|----------|-----------------------------|----------|--------------------------|---------|--------------------|
| Number.              |                                                                                                                                                             |                   |                                                          | Killed.                | Injured.              | Killed.              | Injured.                   | Killed.  | Injured.                    | Killed.  | Injured.                 | Killed. | Injured.           |
| 40<br>41<br>42<br>43 | Brought forward<br>Toronto, Grey and Bruce<br>Victoria<br>Welland<br>Western Counties<br>Whitby, Port Perry and Lindsay.<br>Windsor and Annapolis<br>Totals | 56<br>10·17<br>45 | Passengers<br>Employés<br>Employés<br>Employés<br>Qthers | 17<br>1<br>1<br><br>19 | ·····                 | 9<br><br>1<br><br>10 | 30<br><br><br><br><br><br> | 1        | 5                           | <br><br> | 5                        | ····    | 110<br><br><br>110 |

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#### ACCIDENTS.—Continued.

| Collisions, or by | from track. | Walking, standing, | Ifing, or being on<br>track. | Explo   | sions.         | Stril<br>brid | cing<br>ges. |         | ther<br>ises.              | Tot                               | tals.    |                                  | Remarks. |
|-------------------|-------------|--------------------|------------------------------|---------|----------------|---------------|--------------|---------|----------------------------|-----------------------------------|----------|----------------------------------|----------|
| Killed.           | Injured.    | Killed.            | Injured.                     | Killed. | Injured.       | Killed.       | Injured.     | Killed. | Injured.                   | Killed.                           | Injured. | Number.                          |          |
| 5                 | 18<br>      | 1<br>              | 27<br><br><br>27             |         | 2<br><br><br>2 | 3             | 7            | 4       | 103<br><br><br>10 <b>3</b> | 91<br>1<br>2<br>1<br>1<br>1<br>97 | <br>     | 39<br>40<br>41<br>42<br>43<br>44 |          |

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| Name.                                                                                                                                                      | Length<br>of<br>Railway.                                                                                                                  | Gauge.                                                                                                                                           | No. of<br>Engines.                       | No. of<br>Waggons.                              | Remarks.                                                                                                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Nova Scotia.<br>Albion Mines<br>Intercolonial<br>Nova Scotia Coal Co<br>Vale Colliery<br>Acadia Coal Co<br>Spring Hill<br>Steel Company of Canada<br>do do | 9<br>9 <sup>3</sup> 4<br>6 <sup>1</sup> 7 <sup>3</sup> 4<br>4<br>6<br>7<br>2 <sup>1</sup> 2<br>52 <sup>1</sup> 4                          | ft. in.<br>$ \begin{cases} 4 & 8\frac{1}{2} \\ 5 & 6 \\ 4 & 8\frac{1}{2} \\ 5 & 6 \\ 4 & 8\frac{1}{2} \\ 4 & 8\frac{1}{2} \\ 3 & 0 \end{cases} $ | 5<br>3<br>2<br>1<br>1<br>4<br>           | 404<br>93<br>78<br>                             |                                                                                                                                                                 |
| CAPE BRETON.                                                                                                                                               |                                                                                                                                           |                                                                                                                                                  |                                          |                                                 | Gauge.         Miles.           5 ft. 6 in.         131           4 ft. 81/2 in.         361/2           3 ft. 0 in.         21/2           Total         521/2 |
| Campbellton                                                                                                                                                | $ \begin{array}{c} 2_{1}^{2} \\ 1_{2}^{2} \\ 1_{3}^{2} \\ 2_{1} \\ 1_{4}^{2} \\ 1_{4}^{4} \\ 4_{4}^{4} \\ \hline 68_{2}^{4} \end{array} $ | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                             | 1<br>4<br><br>1<br>3<br>1<br>4<br><br>15 | 45<br>134<br>204<br>80<br>140<br>100<br>170<br> | Gauge. Miles.<br>2 ft. 8½ in. 1½<br>3 ft. 0 in. 40<br>3 ft. 6 in. 3½<br>3 ft. 7½ in. 1½<br>4 ft. 8½ in. 22<br>Total 68½                                         |

#### No. 10.-LINES of Railway owned by Coal and Iron Mines.

|                     | ption<br>s or Total.<br>da.               | C ts<br>C ts<br>C ts                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                          |                  |
|---------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------|------------------|
|                     | Subscription<br>to<br>Shares or<br>Bonds. | 44<br>18 ct 18                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                          | 20               |
| nments.             | Total.                                    | - \$ cts<br>- 60,797,267 18                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 4,148,517 02                                                                                                             | 54,946 784 20    |
| 's by Governments.  | Bonus.                                    | <pre>\$ cts<br/>\$ cts<br/>10,203,951 63<br/>36,091,065 85<br/>3,4091,065 85<br/>3,4091 70<br/>2,6561 00<br/>1,089,674 00</pre>                      | 66,000<br>147,868<br>147,868<br>125,000<br>187,400<br>187,400<br>187,400<br>185,000<br>465,000<br>453,522<br>170,000<br>453,522<br>170,000<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>196,280<br>197,280<br>196,280<br>197,280<br>197,280<br>197,280<br>197,280<br>197,280<br>197,280<br>197,280<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,290<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200<br>197,200 | 126,000<br>80,000<br>65,000<br>106,212<br>308,000<br>308,000<br>345,282<br>94,957<br>94,957<br>146<br>201,146<br>200,000 | 753,646 97       |
| granted to Railways | Total.                                    | \$ cts.<br>                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                          | 15,142,633 33    |
| Aid                 | Loan,                                     | \$ cts.<br>15,142,633 33                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                          |                  |
| No. 11Statement of  | Name of Railway.                          | Dominion Government.<br>Canadian Pacific<br>Grand Trunk<br>Interotoinal<br>Prince Edward faland.<br>Toronto, Greg and Bruce<br>Windsor and Annapolis | Belleville and North Hastings.<br>Canada Southern.<br>Canada Centra<br>Cobourg, Peterboro' and Marmors.<br>Credit Valley<br>Grand Junction<br>Hamilton and North Western<br>Kingston and Pembroke<br>London, Huron and Bruce<br>Midland<br>Montreal and City of Ottawa Junction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Iuron                                                                                                                    | Carried for ward |

#### Sessional Papers (No. 188.)

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| Name of Railway.                                                                                                                                       | Loan.   | Total.                            | Bonus.                                                                                                                                | Total.                        | Subscription<br>to Shares<br>or<br>Bonus. | Total.     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------|------------|
| Brought forward                                                                                                                                        | \$ cts. | <b>\$</b> cts.<br>15, 143, 633 33 | \$ cts.<br>753,646 97                                                                                                                 | \$ cts.<br>54,915,784 20      | ¢ cts.                                    | cts.       |
| Quebec and Lake St. John                                                                                                                               |         |                                   | 600, 000 00<br>444, 000 00<br>60, 000 00<br>173, 000 00<br>461, 500 00<br>461, 500 00<br>85, 000 00<br>363, 000 00                    | 10,815,146 97                 |                                           |            |
| Albert.<br>Chatham Branch                                                                                                                              |         |                                   | 455,000 00<br>32,000 00<br>230,000 00<br>230,000 00<br>76,000 00<br>775,000 00<br>70,000 00<br>150,000 00<br>150,000 00<br>150,000 00 |                               | 300,000 00                                |            |
| Nova Scoria Governmerr.<br>Halifex and Cape Breton Railway and Coal Company.<br>Nova Scotia, Nictaux and Atlantic Central<br>Spring Hill and Pareboro' |         |                                   | 623,682 00<br>440,000 00<br>139,650 00<br>679,100 00                                                                                  | · · ·                         |                                           | 300,000    |
|                                                                                                                                                        |         | 15,142,633 33                     |                                                                                                                                       | 1,882,432 00<br>70,521,363 17 |                                           | 300,000 00 |

Sessional Papers (No. 188.)

A. 1879

|                                                                   | Total.                                    | ¢ cts                          | 42,500 00                         |                                                                                                                    |                                                                                                                                       | 42,600 00                    |
|-------------------------------------------------------------------|-------------------------------------------|--------------------------------|-----------------------------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
|                                                                   | Subscription<br>to Shares<br>or<br>Bonds. | ¢ cts.                         | 30,000 00<br>7,500 00<br>5,000 00 |                                                                                                                    |                                                                                                                                       |                              |
| lities, &c.                                                       | Total.                                    | et s                           | 60,000 00<br>75,000 00            | 322,500 00                                                                                                         | 113,500 00                                                                                                                            | 1,100,000 00<br>1,671,000 00 |
| by Municipa                                                       | Boaus.                                    | \$ cts.                        | 75,000 00                         | 200,000 00<br>30,000 00<br>15,000 00<br>15,000 00<br>15,000 00<br>15,000 00<br>15,000 00<br>15,000 00<br>13,500 00 | 200,000 00<br>110,000 00<br>75,000 00<br>75,000 00<br>350,000 00<br>380,000 00<br>380,000 00<br>280,000 00<br>280,000 00<br>20,000 00 | 15,000 00                    |
| o Railways                                                        | Total.                                    | ¢ cts.                         |                                   |                                                                                                                    |                                                                                                                                       |                              |
| id granted t                                                      | Loan.                                     | ets.                           |                                   |                                                                                                                    |                                                                                                                                       |                              |
| No. 11STATEMENT of Aid granted to Railways by Municipalities, &c. | Name of Railway.                          | Belleville and North Hastings  | entral                            | Canada Southern                                                                                                    | Gredit Valley<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do                                                             | do                           |
|                                                                   | Municipalities.                           | ONTANIO.<br>County of Hastings |                                   | County of Elgin                                                                                                    | y of Oxford.<br>Wellington.<br>Waterloo<br>Halton<br>Antonto.<br>Brampton.<br>Ingersoll.                                              | Fergus                       |

| &c.—Continued. |
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| ons<br>Total.                             | cts. \$ cts. 42,500 00  |                                                                                                                                          | 20, 600                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------|-------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Subscription<br>to Shares<br>or<br>Bonds. | <del>69</del>           | 50 <sup>,000</sup>                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Total.                                    | \$ cts.<br>1,671,000 00 |                                                                                                                                          | 288,000 00<br>82,500 00<br>488,000 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Bonus.                                    | e cta.                  | 150,000 00<br>5,000 00<br>10,000 00<br>35,000 00<br>5,000 00<br>3,000 00<br>3,000 00<br>3,000 00<br>3,000 00<br>3,000 00                 | 25,000 00<br>25,000 00<br>25,000 00<br>170,000 00<br>318,000 00<br>50,000 00<br>50,000 00<br>50,000 00<br>50,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>23,000 00<br>20,000 00<br>23,000 00<br>20,000 0000000000 |
| Total.                                    | ets.                    |                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Loan.                                     | \$ cts.                 |                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Name of Railway.                          | Brought forward         | Grand Junction                                                                                                                           | rand Trunk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Municipalities.                           | ONTARIO – Continued.    | City of Belleville<br>Village of Stirling<br>Township of Rawdon<br>do Seymour<br>Village of Hastings<br>Township of Petcy<br>do Asphotol |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

| ~~                         | ¥101011a.                                                                                                                                                              |                                                                                                   | 100.100.1                                                             | 11. 10                                                                                               |                     |
|----------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|---------------------|
| 100 000 001                |                                                                                                                                                                        |                                                                                                   | 390,000<br>390,000                                                    |                                                                                                      | <b>582,500 00 1</b> |
|                            |                                                                                                                                                                        |                                                                                                   | 190,000 00<br>200,000 00                                              |                                                                                                      | 4,381,850 85        |
| 000 144                    |                                                                                                                                                                        | 144,870 85                                                                                        | 180,000 00                                                            | 200,000 00                                                                                           | 1                   |
| 20,000 00                  | 15,000 00<br>25,000 00<br>17,500 00<br>17,500 00<br>15,000 00<br>10,000 00<br>10,000 00<br>10,000 00<br>10,000 00<br>10,000 00<br>10,000 00<br>00 00<br>00 00<br>00 00 | 50,000 00<br>13,500 00<br>13,500 00<br>13,500 00<br>21,370 85<br>2,000 00<br>4,000 00<br>4,000 00 | 100,000 00<br>100,000 00<br>30,000 00<br>12,500 00<br>99,480 00       | 15,000 00<br>10,000 00<br>50,000 00<br>55,000 00<br>28,000 00<br>20,000 00<br>20,000 00<br>20,000 00 |                     |
|                            |                                                                                                                                                                        |                                                                                                   |                                                                       |                                                                                                      |                     |
|                            |                                                                                                                                                                        |                                                                                                   |                                                                       |                                                                                                      |                     |
| Hamilton and North Western | London, Huron and Bruce<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do                                                                  | Midland                                                                                           | do do do do orthern do orthern do do do do do do do do do do do do do | Port Dover and Lake Huron<br>do do do do<br>do do do<br>do do do<br>do do<br>do do<br>do do<br>do do | Carried for ward    |
| Township of Nottawasaga    | do Eundon<br>do Stephen<br>do Osburne<br>do Bay<br>do Bay<br>do E. Wawanosh<br>do Fuckersmith<br>do Tuckersmith<br>do Tuckersmith<br>do Stanley<br>Village of Clunon   | Thorah                                                                                            | City of Ottawa N. City of Toronto                                     | Woodhouse                                                                                            |                     |

## Sessional Papers (No. 188.)

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| V 10toria.                                | Sessional Papers (No. 188.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | I         |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| Total.                                    | <b>5</b> cts.<br><b>5</b> 82,500 00<br>100,000 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |           |
| Subscription<br>to Shares<br>or<br>Bonds. | \$ cta                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |           |
| Total.                                    | \$ cts.<br>4,3\$1,850 85<br>82,500 00<br>530,000 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |           |
| Bonus.                                    | ♣         cts.           2,500         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000         00           20,000 <td>50,000 00  </td>                                                                               | 50,000 00 |
| Total.                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |
| Loan.                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |
| Name of Railway.                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |           |
| Municipalitiea.                           | Oxrazio-Continued.     Brought forward.       County of Prince Edward.     Brought forward.       Town of Picton.     Brince Edward.       Not stated.     Prince Edward.       Town of Stratford.     Prince Edward.       Town of Stratford.     Prince Edward.       Town of Stratford.     Stratford and Huron.       Town of Stratford.     Stratford and Huron.       Town of Istowell.     Go       Oounty of Perth.     Go       Townahip of Minto.     Go       Townahip of Minto.     Go       Oo Brant.     Go       Oo Brant.     Go       Oo Brant.     Go       Of Brant.     Go       Of Brant.     Go       Of Connty of Perth.     Go       Of Brant.     G | do Scott  |

## Sessional Papers (No. 188.)

A. 1879

| 2 VICtori                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |
|-------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|
|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |
|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |
| 388,500                                   | 988,000 00<br>180,000 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 00 000 000 00 |
| 15,000 00<br>15,000 00<br>12,500 00       | 40,000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000         000< |               |
|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <u> </u>      |
|                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |               |
| do<br>do<br>do<br>do<br>do<br>do          | Toronto, Grey and Bruce                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |               |
| do Berley<br>do Somerville<br>do Langford | Albion       Toronto, Grey and Bruce         Caledon       do         Mono       Mono         Arthur       do         Ownit Forest       do         Monto       do         Minto       do         Ownit Forest       do         Minto       do         Own of Lindsay       Victoria         Verulam, Somervile and Fenelon       do         Mantoboro       do                                                                                                                                                                 |               |

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| 42 Vi                                                                 | ctoria.                                   |                         | Sessional Par                                                                                                                                                      | persy        | NO. 188.)                                                                                                       | )                                                      |                                               |                        | A. 1879                             |
|-----------------------------------------------------------------------|-------------------------------------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-----------------------------------------------|------------------------|-------------------------------------|
|                                                                       | Total.                                    | \$ cts<br>682,500 00    | 10,000 00                                                                                                                                                          | 692,500 00   | 225,000 00                                                                                                      |                                                        | 56,000 00                                     | 50,000 00              | 65,000 00                           |
| sd.                                                                   | Subscription<br>to Shares<br>or<br>Bonds. | € Cts.                  | 10,000 00                                                                                                                                                          |              | 225,000 00<br>20,000 00<br>6,000 00                                                                             | <b>5,000 00</b><br><b>1,000 00</b><br><b>15,000 00</b> | 30,000 00<br>25,000 00                        | 50,000 00<br>12,000 00 | 40,000 00<br>25,000 00<br>25,000 00 |
| &c.—Continue                                                          | Total.                                    | \$ cts.<br>7,232,850 85 | 222,094_93                                                                                                                                                         | 7,454,945 78 | The second second second second second second second second second second second second second second second se |                                                        |                                               | 3,000 00               |                                     |
| nicipalities,                                                         | Bonus.                                    | ¢ cts.                  | 70,000 00<br>15,000 00<br>30,000 00<br>2,000 00<br>85,000 00<br>20,000 00<br>94 93                                                                                 |              |                                                                                                                 |                                                        | 3,000 00                                      |                        |                                     |
| ways by Mu                                                            | Total.                                    | ⇔ cts.                  |                                                                                                                                                                    |              |                                                                                                                 |                                                        |                                               |                        |                                     |
| ited to Rail                                                          | Loan.                                     | \$ cts.                 |                                                                                                                                                                    |              |                                                                                                                 |                                                        |                                               |                        |                                     |
| 1STATEMENT of Aid granted to Railways by Municipalities, &cContinued. | Name of Railway.                          | Brought forward         | Whitby, Port Perry and Lindsay<br>do do do<br>do do do<br>do do do<br>do do do<br>do do do                                                                         |              | International                                                                                                   | 000<br>000                                             | Laurentian                                    | Lévis and Kennebec     | Massawippi Valley                   |
| No. 11                                                                | Name of Municipality.                     | ONTARIO-Concluded.      | Town of Whitby<br>Township of Whitby<br>do<br>Reach<br>County of Neurora<br>Village of Port Perry<br>Brown & Patterson Manufactur-<br>Brown & Daterson Manufactur- | QUEBRC.      | County of Compton                                                                                               | Canrobert                                              | St. Lin Laurentian<br>St. Anne do<br>Laplaine | Town'of Lévis          | Ascot                               |

## Sessional Papers (No. 188.)

A. 1879

| 44. V                                            | 10101                            | 10.                     |                      |                                                                         | 5            | Car             | 5101             |                |                                                  | af            | <i>,</i> <b>(</b> ),  | 10               | (11                         | υ.           |                                        | 50               | •)        |                       |            |          |           | ;           |           |                    |           |                        | . 4       |                 |
|--------------------------------------------------|----------------------------------|-------------------------|----------------------|-------------------------------------------------------------------------|--------------|-----------------|------------------|----------------|--------------------------------------------------|---------------|-----------------------|------------------|-----------------------------|--------------|----------------------------------------|------------------|-----------|-----------------------|------------|----------|-----------|-------------|-----------|--------------------|-----------|------------------------|-----------|-----------------|
|                                                  | 85,000 00                        | 25,000 00               | 000000               | 100,000                                                                 |              |                 |                  |                |                                                  |               |                       |                  |                             |              |                                        |                  |           |                       |            |          |           |             |           |                    |           |                        | <u></u>   | 673,000 00      |
| 20,000 00<br>20,000 00<br>20,000 00              | 15,000 00<br>10,000 00           | 100,000 00              |                      |                                                                         |              |                 |                  |                |                                                  |               |                       |                  |                             |              | K0 000 00                              | <b>50,000 00</b> | 63,000 00 | 25,000 00             | 20,000 00  | 5,000 00 | 5,000 00  | 30,000 00   | 15,000 00 | 00 000 00          | 15,000 00 | 10,000 00              | 40,000 00 | 2,719,000 00 1  |
|                                                  |                                  |                         | 4 000 00             | и<br>с                                                                  | 00 000 000   |                 |                  |                |                                                  |               |                       |                  |                             | 2,459,000 00 |                                        |                  |           |                       | <u> </u>   |          | _         | -           | <u> </u>  |                    | _         |                        |           | 1               |
|                                                  |                                  |                         | 1,000 00             | <b>5</b> 0,000 00<br>25,000 00<br>25,000 00<br>150,000 00<br>150,000 00 | 1,000,000 00 | 100,000 00      | 200,000 00       | 25,000 00      | 12,000 00                                        | 10,000 00     | 15,000 00             | 10,000 00        | 25,000 00                   | 8 000 00     |                                        |                  |           | *****                 |            | • • •    |           | *****       |           |                    |           | _                      | ******    |                 |
|                                                  |                                  |                         |                      |                                                                         | •••••        |                 |                  |                |                                                  |               |                       |                  |                             |              |                                        | :                |           | ****** **** ********* |            | _        | ********* |             |           |                    |           | _                      |           |                 |
|                                                  | ·····                            | *****                   |                      |                                                                         | *********    |                 |                  |                | *****                                            |               | •••••                 | ••••••           |                             |              |                                        |                  | ******    | ***** ***********     |            |          |           |             | _         |                    |           | *** .***************** |           |                 |
| do<br>do<br>do                                   | ontreal, Portland and Boston     | uebec and Lake St. John | do                   | do<br>do<br>do<br>tebec. Montreal. Ottawa and                           | ital         |                 | op<br>Q          | qo             | đo                                               | e op          |                       |                  |                             |              | ······································ | ******           |           |                       |            |          |           |             |           |                    |           | ******                 |           | Carried forward |
| do<br>do<br>do                                   | Montreal,<br>do                  | Quebec ai               | độ                   | Quebec C<br>do<br>do<br>do<br>Ouebec                                    | 0 ccide      | g op            | do               | do             | qo                                               |               |                       |                  | op<br>op                    | South Fo     | op qo                                  | do               | ob.       | 000                   | a op       | e op     | do        | ф,          | 8-8-      | g op               | 9<br>-    | 9 <del>9</del>         |           | O.              |
| Township of Ely<br>do North Stukely<br>do Bolton | Chambly Canton M. Chambly Basin. | ofty of Quebec          | rine and St. Raymond | Parish of Sherbrooke                                                    |              | do Three Rivers | County of Uttawa | Côte St. Louis | Village of St. Therese.<br>Parish of St. Thérèse | do St. Jerome | Village of St. Jerome | St. Scholastique | St. Jerusalem of Argentueil | Lavenir      | County of Brome                        | up of            | do Sutton | do Farnham            | do Dunham. | A jo     |           | do Waterloo |           | County of Drummond | ip of     | do St. Germain         | f Bor     |                 |
|                                                  | 188-                             | ~0                      |                      |                                                                         |              |                 |                  |                |                                                  |               |                       |                  |                             |              |                                        |                  |           |                       |            |          |           |             |           |                    |           |                        |           |                 |

| &c.—Continued.      |
|---------------------|
| by Municipalities,  |
| to Railways         |
| Aid granted         |
| No. 11 STATEMENT of |

|                                                                        | otion<br>res Total.<br>s.                 | \$ cts. \$ cts.   | 15,000 00<br>56,000 00<br>20,000 00<br>15,000 00<br>15,000 00<br>10,000 00 | 578,000 00              | 1,251,000 00 |                                      |                |                                             |                        |                                                            |
|------------------------------------------------------------------------|-------------------------------------------|-------------------|----------------------------------------------------------------------------|-------------------------|--------------|--------------------------------------|----------------|---------------------------------------------|------------------------|------------------------------------------------------------|
| ued.                                                                   | Subscription<br>to Shares<br>or<br>Bonds. |                   |                                                                            | 8 8                     |              |                                      | <u></u>        | <u> </u>                                    | 8                      | 8                                                          |
| kc.—Contin                                                             | Total.                                    | 2,719,000         |                                                                            | - 6,000 00<br>25,000 00 | 2,750,000 00 | 94K 000 00                           |                | <u> </u>                                    |                        | 80,000 00                                                  |
| nicipalities,                                                          | Bonus.                                    | cts.              |                                                                            | 25,000 00               |              | 100,000 00<br>175,000 00             |                | 40,000 00                                   | 50,000 00<br>30,000 00 | 12,000 00                                                  |
| ways by Mu                                                             | Total.                                    | ¢ cts.            |                                                                            | 15,000 00               | 15,000 00    |                                      |                |                                             |                        | 3,000 00                                                   |
| unted to Rail                                                          | Loan.                                     | ¢ cts.            |                                                                            | 15,000 00               |              |                                      |                |                                             |                        | 2,250 00<br>506 00<br>2560 00                              |
| 11STATEMENT of Aid granted to Railways by Municipalities, &cContinued. | Name of Railway.                          | Brought forward   | South-Eastern                                                              | Waterloo and Magog      | -            | Western Counties                     |                | Albert                                      | Fredericton            | Grand Southern                                             |
| No. ]                                                                  | Kunicipalities.                           | Quanno-Concluded. | Village of Aetonrale                                                       | Municipality of Magog   |              | NOTA SCOTIA.<br>Township of Yarmouth | NEW BRURSWICK. | Hillsboro', Hopewell and Harrey<br>Parishes | City of Fredericton    | Parish of St. George<br>do Pennfield<br>Lepreaux fairfield |

| 8                                                                               | 8 8        |          |                                           | cta.              | 2 20                                                                           | 5 78<br>2 28                                             |
|---------------------------------------------------------------------------------|------------|----------|-------------------------------------------|-------------------|--------------------------------------------------------------------------------|----------------------------------------------------------|
| 20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>2 | 60,000 00  |          | Grand Totals.                             | \$                | 85,963,996 50                                                                  | 12,734,945 78<br>98,638,942 28                           |
| <b>6</b> 0,000 00                                                               |            |          | Grand                                     | <b>\$</b><br>cts. | 65,939,900 51<br>4,148,517 02<br>10,815,146 97<br>3,178,000 00<br>1,882,432 00 | 8,147,445 78<br>4,016,000 00<br>296,500 00<br>296,500 00 |
| 23,000 00<br>47,560 00<br>13,000 00                                             | 223,500 00 |          | Total.                                    | S cte.            | 300,000 00                                                                     | 2,303,500 00                                             |
| 12,500 00<br>22,000 00<br>13,000 00<br>13,000 00                                |            |          | Subscription<br>to Shares<br>or<br>Bonds. | S cts.            | 300,000 00                                                                     | 692,600 00<br>1,251,000 00<br>60,000 00                  |
|                                                                                 | 3,000 00   | kY.      | Total.                                    | \$ cts.           | 70,521,363 17                                                                  | 10,713,445 78<br>81,234,808 95                           |
|                                                                                 |            | SUMMARY. | Bonus.                                    | \$ cts.           | 50,797,267 18<br>4,148,517 02<br>10,815,146 97<br>2,878,000 00<br>1,882,432 00 | 7,454,945 78<br>2,750,000 00<br>275,000 00<br>233,500 00 |
| & Canada                                                                        |            |          | Total.                                    | \$ cts.           | 15,142,633 33                                                                  | 18,000 00<br>15,160,633 33                               |
| New Brunswick & Canada<br>do do do<br>?etitcodiac & Elgin                       |            |          | Loan.                                     | S cts.            | 15,142,633 33                                                                  | 15,000 00<br>3,000 00                                    |
| City of Calats                                                                  |            |          | 53                                        | Governments.      | Dominion                                                                       | Municipalitien, §c.<br>In Ontario                        |

## RETURN TO ORDER.

## EXPENDITURE

FOR

# NORTH-WEST MOUNTED POLICE, 1876-7-8;

#### AND OF ALL

## AMOUNTS PAID TO J. G. BAKER & CO.

Printed by Order of Parliament.



OTTAWA : PRINTED BY MAGLEAN, ROGER & OO., WELLINGTON STREET. 1879.

## RETURN

#### (188)

To an ORDER of the House of Commons, dated 31st March, 1879:-For all Expenditure during the years 1876, 1877, and 1878 on account of the North-West Mounted Police; together with a detailed statement of moneys paid to J. G. Baker & Co., of Fort Benton, Montana Territory, U. S., and for what said moneys were paid.

By Command.

J. C. AIKINS,

Secretary of State

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 13th May, 1879.

#### EXPENDITURE.

NORTH-WEST MOUNTED POLICE.

1874-5-\$333,583.90, (for details see Public Accounts, pp. 129-137).
1875-6-\$369,518.39, (for details see Public Accounts, pp. 122-136).
1876-7-\$352,749.05, (for details see Public Accounts, pp. 114-125).

#### 1874-5.

STATEMENT of payments made to Messrs. J. G Baker & Co., on account of North-West Mounted Police. for fiscal year 1874-5, as per vouchers in detail annexed hereto.

| For clothing, provisions, forage and general |          |    |          |    |
|----------------------------------------------|----------|----|----------|----|
| supplies for portion of force stationed      |          |    |          |    |
| at Fort McLeod                               | \$17.471 | 40 |          |    |
| 25 horses, forage and medicine               | 3,609    | 00 |          |    |
| Saw-mill for Fort McLeod                     | 2,314    | 66 |          |    |
|                                              |          |    | \$23,395 | 06 |

FORT BENTON, M. T., 22nd March, 1875.

N.-W. MOUNTED POLICE: In Account with J. G. Baker & Co., 1875.

|              | [Feb. 5  | To stampin   | g letters to date                 | <b>\$20</b> 30 |
|--------------|----------|--------------|-----------------------------------|----------------|
|              | To Cash  | paid for rec | overing 2 carbines from deserters | 17 00          |
| Am. Cy.      | { Feb.13 | -To Cash pa  | id for telegraph despatches       | 14 00          |
| \$70 99      | To Cash  | paid for sta | mping letters                     | 7 77           |
|              | ( do t   | elegraph de  | spatches                          | $11 \ 92$      |
| <b>56</b> 81 |          | Voucher No.  |                                   | $62 \ 50$      |
| $200 \ 00$   | do       | do           | 2, Col. French's order            | $220 \ 00$     |
| $129\ 25$    | do       | do           | 3, Garner & Co.'s bill            | $142 \ 17$     |
| 131 54       | do       | do           | 4, Parchen & Co.'s bill           | 144 70         |
| $155\ 68$    | do       | do           | 5, Hall & Co.'s do                | $171 \ 25$     |
| 170 89       | do       | do           | 6, Largent's do                   | 188 00         |
| 38 76        | do       | do           | 7, Markham                        | 42 50          |
| $13 \ 42$    | do       | de           | 8, Aubrey                         | 14 75          |
| 90 91        | do       | do           | 9, Potts                          | 100 00         |
| $24 \ 72$    | do       | do           | 10, Kennerly                      | $27 \ 20$      |
| $77 \ 27$    | do       | do           | 11, Punn                          | 85 00          |
| 90 91        | do       | do           | 12, Clary                         | 100 00         |
| 72 73        | do       | do           | 13, Strong                        | 80 00          |
| 231 83       | do       | do           | 14, Hamilton                      | 255 00         |
| 881 82       | do       | do           | 15, Ashby                         | 970 00         |
| 68 18        | do       | do           | 16, Largent                       | 75 00          |
| 204 15       | do       | do           | 17, Strong                        | 225 00         |
| 90 91        | do       | do           | 18, Adams                         | 100 00         |
| 127 27       | do       | do           | 19, Ulm                           | 140 00         |
| 136 36       | do       | do           | 20, Hill                          | <b>150</b> 00  |
| 227 27       | do       | do           | 21, Largent                       | <b>25</b> 0 00 |
| 152 54       | do       | do           | 22, Ashby                         | 167 80         |
| 64 32        | do       | do           | 23, Zimmerman & Schwab            | 70 75          |
|              |          |              | lrugs and leather                 | 17 32          |
| 171 18       |          |              | for purchasing horses             | 100 00         |
| \$3,609 03   | •        |              |                                   | \$3,969 93     |
| Gold.        |          |              |                                   | Am. Cy.        |

Received payment.

J. G. BAKER & Co. (Signed)

#### FORT McLEOD, 9th, January 1875.

SIR,—I have the honor to inform you that I have to-day made a settlement of account with Messrs. J. G. Baker & Co., and find the amount due them to be \$17,-471.40, gold, for which amount I have given them a draft on the Bank of Montreal, Montreal Montreal.

Enclosed I beg to send receipts and vouchers for the same, together with an account of Wetzel & Co., receipted. I also send an account of Customs duties collected and another of fines. The various accounts will show what disposition has been made of them.

I have so far received no despatches from Colonel French, and none from the Department, except those relating to Customs and newspapers, and a telegram granting me permission to buy 30 horses.

I have invariably seized every opportunity of sending Col. French full particulars of everything which transpires here.

I have, &c.,

(Signed) JAMES F. McLEOD,

Assistant.

H. BERNARD, Esq.,

Deputy to the Minister of Justice. Ottawa, Canada.

#### HELENA, 7th April, 1875.

SIR.—Enclosed I have the honor to send you an account of J. G. Baker & Co., with the vonchers for the same. In settlement of this I have given them a draft on the Bank of Montreal for \$3,609.00 gold. These accounts include the money paid for the horses bought by Inspector Walsh.

I have ordered from Baker & Co. the necessary supplies for the Force under my command to last till 1st July.

I have, &c.,

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

H. BERNARD, Esq., Deputy to Minister of Justice, Ottawa.

HELENA, 23rd July, 1875.

SIR,-I have the honor, in reply to your letter of the 16th June ult., with reference to my draft for \$3,609, to express my regret that so many inaccuracies should have been found in the accounts submitted, and to enclose receipts, as requested, to attach to Vouchers Nos. 5 and 22.

A day or two before leaving home I obtained from Inspector Walsh a detailed account of moneys he had received and the expenditure, but did not bring it in with me as I did not expect to be gone for any length of time.

Baker & Co. inform me it is not usual to get any endorsation of orders from half-breeds. These orders are generally sent in by other hands, and very few of them can write. We will, however, see that in future all orders are endorsed. I will instruct them on this point when I give the orders.

Lave, &c.,

#### (Signed)

JAMES F. McLEOD, Assistant Commissioner.

Lieut.-Col. RICHARDSON,

Acting Deputy to the Minister of Justice, Ottawa, Cana la.

188-11

#### (Copy)

EXTRACT OF STATEMENT, being amounts for which there are no vouchers, details appearing on said statement: Baker & Co.

| Ameri        |         |           |            |          |                 |        |                                   |                     | ••   |
|--------------|---------|-----------|------------|----------|-----------------|--------|-----------------------------------|---------------------|------|
| Curre        | ncy.    | 1875.     |            |          |                 |        |                                   | Ge                  | old. |
| <b>\$</b> 20 | 30      |           | -To stamp  | inæ løt  | tore            | web.ot |                                   | ¢ 19                | 45   |
|              | 00      | do        | Cash r     | ng id fo | r roo(          | worw c | of two carbines from              | φ ιο                | TU   |
|              | 00      | uo        |            |          |                 |        |                                   | 15                  | 45   |
| 1∡           | 00      | do        |            |          |                 |        | despatches                        |                     | 73   |
|              | 77      | do        | do         | do       | star            | nning  | letters                           |                     | 06   |
| -            | 92      | do        | do         | do       |                 |        | despatches                        |                     | 83   |
|              | 32 - 32 | do        | do         | do       |                 |        | drugs and leather                 |                     | 75   |
| 100          | -       | do        | do         | do       |                 |        | alsh, for purchasing              | 10                  | 10   |
| 100          | 00      | au        | -          |          |                 |        |                                   | 00                  | 91   |
|              |         |           |            | 1.909    | • • • • • • • • |        | · · · · · • • · · · · · · · · · · | 30                  | 31   |
| \$188        | 31      |           |            |          |                 |        | -                                 | \$171               | 18   |
| <b>\$100</b> | 01      |           |            | _        |                 | _      | •                                 | 91 <b>1</b> 1       | 10   |
|              |         |           |            | _        |                 | -      |                                   |                     |      |
| (Copy.)      |         |           |            | F        | ORT ]           | BENTON | r, M. T., 30th January            | r, 18               | 75.  |
| MAJ. WAI     | LSH :   | To Trav   | is & Brown | n.       |                 |        |                                   |                     |      |
|              |         |           |            |          | d 1 fe          | ed gra | in                                | \$ 2                | 50   |
| do           |         | 8 d       |            |          | 3               | do     |                                   |                     | 00   |
| do           |         | 9 d       | -          |          | 3               | do     |                                   | _                   | 00   |
| do           |         | 0 d       |            |          | 2               | do     | •••••••                           |                     | 00   |
| uu           | Ū       | u u       | u 40       |          | -               | uu     | ***********************           |                     |      |
|              |         |           |            |          |                 |        |                                   | <b>8</b> 12         | 50   |
| Messrs. J.   | G. F    | BAKER & C | کم. ·      |          |                 |        |                                   | <b>~</b> ~ <b>=</b> |      |
|              |         |           | above and  | charo    | e to N          | J.W N  | ſР                                |                     |      |

Please pay the above and charge to N.-W. M. P.

J. M. WALSH,

Superintendent and Inspector.

Certified.

JAMES F. MCLEOD.

FORT BENTON, January 29th, 1875.

Received of J. G. Baker, & Co., fifty dollars for expenses, in looking after horses for North-West Mounted Police.

> (Signed) J. M. WALSH,

Superintendent and Inspector.

#### (Copy.)

FORT BENTON, M. T., 22nd January, 1875.

Received of Col. G. A. French, through J. G. Baker & Co., Agents, \$200 (two hundred dollars, gold) on account for medical services rendered to the N.W.M. P. Dufferin, Manitoba.

(Signed)

HILL E. TURNER, A. A. Surgeon, U. S. A.

Memorandum from Commissioner, North-West Mounted Police Force.

(Copy.)

WINNIPEG, MAN., 29th December, 1874.

GENTLEMEN,-As Doctor Hill E. Turner, attached to the U.S. A. at Pembina, D. T. has removed to Benton, I would feel obliged by your paying him two hundred

dollars, in gold, for services rendered to the N.-W. M. P. at Dufferin. Please take duplicate receipts for this payment and enclose one copy to me, keeping the other for Major McLeod, in whose accounts you will recover the above amount, attaching this memorandum as authority.

Yours very truly,

(Signed) G. A. FRENCH, Lieut.-Col., Commissioner N.-W. M. P.

To Messrs. Baker & Co., Benton, Montana.

HELENA, M.T., 28th December, 1874.

MR. P. C. ASHBY, for North-West Mounted Police : Bought of John P. Fink & Co., wholesate and retail dealers in Boots, and Shoes, Leather and Findings, Main Street-Fred. Garner, Successor.

| To 3 French kip skins, at \$9                 | \$27          | 00              |
|-----------------------------------------------|---------------|-----------------|
| 2 American kip skins, at \$6                  | 12            | 00              |
| 1 do calf skin                                |               | 50              |
| 1 French calf skin                            |               | õõ              |
| 59 feet cow-hide, at 35c                      |               | 65              |
| 91 <sup>1</sup> lbs. oak sole-leather, at 58c | 52            | 92              |
| 6 <sup>*</sup> pairs men's lasts, at 90c      | 5             | 40              |
| 3 lbs. shoe thread, \$1.40                    | 4             | $\overline{20}$ |
| 1 gross lasting tacks                         | ō             | 50              |
| 12 lbs. iron sprigs, at 25c                   | 3             | 00              |
| 1 Morocco skin                                | ő             | 00              |
| Total                                         | <b>\$</b> 142 | 17              |

Received payment,

Certified,

(Signed) JAMES F. McLEOD.

JAMES F. McLEOD,

HELENA, M.T., 9th November, 187

FRED. GARNER.

HOSPITAL DEPARTMENT, North-West Mounted Police : Bought of H.M. Parcher, & Co.

(Signed)

|                                  | \$                | cts.                 | \$<br>cts.                   | \$ | cts.       |
|----------------------------------|-------------------|----------------------|------------------------------|----|------------|
| <ul> <li>2 oz. quinine</li></ul> | 3<br>2<br>0<br>12 | 50<br>00<br>15<br>00 | 7 00<br>1 00<br>0 30<br>6 00 |    |            |
| Total                            |                   | 25<br>               | <br>0 50                     | 14 | <b>8</b> 0 |

Paid,

PARCHEN & Co.

(Signed)

Certi ed.

(Signed)

5

\_\_\_\_

#### HELENA, M.T., 9th November, 1874.

VETERINARY SURGEON'S DEPARTMENT, North-West Mounted Police: Bought of H. M. Parchen & Co.

|                  |             |                                                            | ļ                    |       |         |          | -   |
|------------------|-------------|------------------------------------------------------------|----------------------|-------|---------|----------|-----|
|                  |             |                                                            | \$                   | cts.  | \$ cts. | ct       | ts. |
| 5                | lbs.        | tincture aconite                                           | 1                    | 00    | 5 00    |          |     |
| 5                | "           | Venice turpentine                                          |                      | 60    | 3 00    |          |     |
| 10               | "           | aloes                                                      |                      | 40    | 4 00    |          |     |
| 10               | "           | slum                                                       | Ó                    | 15    | 1 50    |          |     |
| 5                | "           | tartaric acid                                              |                      | 80    | 4 00    |          |     |
| 5                | "           | ammonia                                                    | i õ                  | 45    | 2 35    |          |     |
| 5                | - <b>LL</b> | black antimony                                             | -                    | 50    | 2 50    |          |     |
| 3                | "           | butter do                                                  | £ .                  | 00    | 3 00    |          |     |
| 1                | "           | arsenic                                                    |                      |       | 0 20    |          |     |
| 3                | " (         | calomel                                                    | 3                    | 00    | 9 00    |          |     |
| 10               | "           | gum camphor                                                |                      | 55    | 5 50    |          |     |
| 5                | "           | cream tartar.                                              |                      |       | 1 75    |          |     |
| $\overline{2}$   | "           | croton oil                                                 |                      | 85    | 7 70    |          |     |
| 6                | "           | digitalis                                                  |                      | 90    | 3 60    |          |     |
| 10               | "           | ext. Goulard                                               |                      | 65    | 6 50    |          |     |
| 5                | **          | iodine                                                     | $\mathbf{\tilde{2}}$ | òŏ    | 10 00   |          |     |
| 5                | "           | oil juniper                                                |                      | 10    | 5 50    |          |     |
| 5                | "           | sugar lead                                                 |                      |       | 2 50    |          |     |
| š                | "           | mercurial ointment                                         | Ĭ                    | 50    | 4 50    |          |     |
| 5<br>5<br>3<br>3 | "           | gum myrrh                                                  |                      | 50    |         |          |     |
| 3                | "           | sulphuric acid                                             |                      | 50    | 1 50    |          |     |
| 10               | "           | rosin                                                      |                      | 12    | 1 20    |          |     |
| 5                | "           | sulphur                                                    |                      | -     | 0 75    |          |     |
| 5                | "           | saltpetre                                                  |                      | 15    | 0 75 1  |          |     |
| 10               | "           | sulphate iron                                              |                      | 17    | 1 70    |          |     |
| 10               | "           |                                                            |                      | 35    | 3 50    |          |     |
| 5                | "           | gentian                                                    |                      |       |         |          |     |
| 1                | "           | carb. potash                                               | 0                    | 40    | 2 00    |          |     |
| 3                | **          |                                                            |                      |       | 2 50    |          |     |
|                  |             | tartar emetic                                              |                      | 00    | 3 00    |          |     |
| , <sup>1</sup>   | "           | gum opium                                                  |                      | 00    | 7 50    |          |     |
| 100              | u           | ess. lemon                                                 | ••••••               | ••••• |         |          |     |
| 100              |             | ground flaxseed                                            |                      |       | 15 00   | 102 0/   | ^   |
| 1                |             | mithic and first West that antes at halls down a Dis-      |                      |       | 1.05    | 123 90   | J   |
| 1                | "           | nitric acid fort., 75c; 4 oz. extract belladonna, 90c      |                      |       |         |          |     |
| 4,               |             | sesqui-carbonate ammonia, 60c. ; } lbs. acetic acid, 45c   |                      | ••••• | 1 05    |          |     |
| $\frac{1}{2}$    | aoz.        | surgeou's sponges (large), \$1.50; 1 doz. sponges (small), |                      |       |         |          |     |
|                  |             | \$1.80                                                     |                      |       | 3 30    |          | ^   |
|                  |             | 1                                                          |                      | j.    |         | 6 00     | J   |
|                  |             | Medel                                                      |                      |       | -       | A100.00  | _   |
|                  |             | Total                                                      |                      |       | •••••   | \$129 90 | J   |
|                  |             |                                                            |                      |       | i       |          | _   |

Paid.

(Signed)

PARCHEN & Co.

(Voucher No. 5.)

HELENA, MONTANA, 3rd July, 1875.

Messrs. J. G. BAKER & Co., for account North-West Mounted Police: Bought of R. S. Hale & Co.

> 1875.—To amount of bill rendered ..... \$175 25

> > Received payment.

(Signed) R. S. HALE & Co.

Certified. (Signed) JAMES F. McLEOD,

Assistant Commissioner.

HELENA, MONTANA, 9th January, 1875.

NORTH-WEST MOUNTED POLICE : Bought of R. S. Hale & Co.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$ cts.                                 | \$ cts. | \$        | ets     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------|-----------|---------|
| 1 gall. sweet oil (can, 75c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 3 50                                    | 4 25    |           |         |
| $\frac{1}{2}$ " oil turpentine (can, 50c)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2 50                                    | 1 50    |           |         |
| $\hat{\hat{s}}$ oz. oil almonds                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         | 0 38    |           |         |
| 2 " male fern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         | 1 85    |           |         |
| 4 oz. acid hydr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         | 1 65    |           |         |
| 1 lb. acid mtr                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         |         |           |         |
| 8 <sup>(1)</sup> S0ap                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                         |         |           |         |
| 2 oz. acid chrom                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         |         |           |         |
| 1 lb. acid tannic                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                         | 2 50    |           |         |
| 1 $4$ tart                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                         |         |           |         |
| 2 lb. paregoric (bottle, 10c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         | 2 10    |           |         |
| 4 " tinct. iron (bottle, 10c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         | 2 50    |           |         |
| 8 oz. tinct digital                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                         | 0 40    |           |         |
| 8 <sup>(</sup> aconite                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                         | 0 40    |           |         |
| 8 " colchicam                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |         |           |         |
| 8 " aconite F                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         |         |           |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |         |           |         |
| 1 bot. tinct. verat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                         |         |           |         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         | 1 45    |           |         |
| 2 lb. " hyoscy $\dots$ hyoscy $\dots$ hyoscy $\dots$ hyoscy $\dots$ hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hyperbolic hy |                                         |         |           |         |
| gall. syr. squiiis (bottle, 25c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | •••••                                   | 2 65    |           |         |
| 2 Cherry (bottle, 25c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | • • • • • • • • • • • • • •             | 4 05    |           |         |
| 1 gall. syr. squills (bottle, 25c.).         1/2       ''         1/2       ''         2 lbs. vin. ipecac         4       ''         4       ''         4       ''         1       ext sarsap                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         | 2 50    |           |         |
| 4 '' fl. ext. sarsap                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2 25                                    | 10 00   |           |         |
| 2 " blk. berry                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2 25                                    | 4 50    |           |         |
| 1 " collodion                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | •••••                                   | 1 75    |           |         |
| 1 " aq. ammonia                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | · • • • • • • • • • • • • • • • • • • • | 0 60    |           |         |
| 1 qt. bal. fir (can, 25c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | · • • • • • • • • • • • • • • • • • • • | 1 50    |           |         |
| 1 gall spt. nit (bottle, 25c.)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         | 3 00    |           |         |
| 1 lb. chloroform                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         | 2 50    |           |         |
| 4 gall. spt. vini. gall. (jug, \$2.50)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 5 50                                    | 24 50   |           |         |
| 1 lb. mercurv and chalk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                         | 1 50    |           |         |
| 1 " pre. chalk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                         | 0 50    |           |         |
| 1 "bismuth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                         | 4 35    |           |         |
| 1 " borax                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         | 0 50    |           |         |
| 5 " slacked lime                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                         | 0 50    |           |         |
| 2 " caustic potass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                         | 075     |           |         |
| 8 oz podophyl                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 075                                     | 6 00    |           |         |
| 7 "leptandim                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 25                                    | 8 75    |           |         |
| the ext by oney                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 6 00                                    | 3 00    |           |         |
| * " cit. iron and quinine                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         | 4 50    |           |         |
| 1 "Dovers powders                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                         | 2 00    |           |         |
| * " pd. orris root                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                         | 0 30    |           |         |
| 2 " " acacia                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 1 25                                    | 2 50    |           |         |
| 1 morter                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                         | 2 25    |           |         |
| I pill tile                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         | 2 25    |           |         |
| 1 stethescope                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                         | 1 25    |           |         |
| 1 bed pan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         | 2 00    |           |         |
| 1 two oz. graduate                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                         | 0 60    |           |         |
| 1 syringe                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                         | 2 50    |           |         |
| 8 catheters                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                         | 2 00    |           |         |
| 2 s. silk                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ******                                  | 0 75    |           |         |
| 3 vds oiled atth                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2 00                                    | 6 00    |           |         |
| 3 yds. oiled silk<br>Fest paper                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 4 00                                    | 0 25    |           |         |
| rose hahet                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | •••••                                   | 0 40    | 137       | 75      |
| Amount of Land 11 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                         |         | 137<br>21 |         |
| Amount of horse medicine                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                         |         | 12        |         |
| " priv. bill.—Major Walsh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | •••••                                   |         | 12        | 00      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         | 1       | \$171     | 25      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         |         | 4DT 1 T   | <b></b> |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                         | 1       |           |         |

Messrs. J. G. BAKER & Co.,

Please pay the above account, and charge to North-West Mounted Police. (Signed) J. M. WALSH,

Superintendent and Inspector.

#### HELENA, MONTANA, 9th January, 1875.

MAJOR J. M. WALSH, for North-West Mounted Police : Bought of R. S. Hale & Co.

|                             |            |      | ,                                |                                                                |         |
|-----------------------------|------------|------|----------------------------------|----------------------------------------------------------------|---------|
|                             | \$         | cts. | \$                               | cts.                                                           | cts.    |
| 10       lb. flax seed meal | 0<br>1<br> |      | 65<br>0<br>1<br>0<br>2<br>1<br>1 | 00<br>50<br>00<br>25<br>00<br>50<br>25<br>00<br>00<br>50<br>50 |         |
|                             |            |      |                                  |                                                                | \$21 50 |

HELENA, MONTANA, 9th January, 1875.

MAJOR WALSH, for North-West Mounted Police : Bought of R. S. Hale & Co.

|                                        | \$<br>cts. | \$ | cts.           | \$   | cts. |
|----------------------------------------|------------|----|----------------|------|------|
| 2 lb. tooth powders<br>3 tooth brushes | <br>75     | 1  | 50<br>50<br>00 | \$12 | 00   |

SUN RIVER, M.T., 16th March, 1875.

NORTH-WEST MOUNTED POLICE, per Major Walsh, to Joseph Largent, Dr.: To ranching and shedding horses as follows:

|                                                                                                                                                                                            |                                        |                                                                    |                                                                      |                                                                                    |                                                          | Rate Per<br>Day.                                                 | Total.                                                                                          |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------|----------------------------------------------------------|------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|--|
| l sorrel mare from<br>l roan do<br>l brown horse<br>l bay do<br>l cream do<br>l black do<br>l black do<br>l bay do<br>Bob-tail grey horse<br>Chestnut sorrel mare<br>Brown bald-face horse | do<br>do<br>do<br>do<br>do<br>do<br>do | ry 4th 1<br>4th<br>5th<br>6th<br>6th<br>6th<br>6th<br>12th<br>12th | to March<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do | 1 1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st<br>1st | 24<br>24<br>23<br>22<br>22<br>22<br>22<br>22<br>16<br>16 | cts.<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10<br>10 | \$ cts.<br>2 40<br>2 40<br>2 30<br>2 20<br>2 20<br>2 20<br>2 20<br>2 20<br>2 20<br>1 60<br>1 69 |  |
|                                                                                                                                                                                            |                                        | Total a                                                            | mount                                                                |                                                                                    | ·····                                                    |                                                                  | \$21 50                                                                                         |  |

Messrs. J. G. BAKER & Co.,

Sizs,—Please pay Joseph Largent, Esq., the amount of the above account, and charge to account of North-West Mounted Police, and oblige

(Signed) J. M. WALSH,

Certified. (Signed) JAMES McLEOD. Paid by check on First National Bank, 18th March, 1875.

(Signed) J. G. B. & Co.

| December 25th, 1874, ending March 31st, 1875.                                     |                                            |                        |                                    |                                                                            |             |      |  |  |  |  |
|-----------------------------------------------------------------------------------|--------------------------------------------|------------------------|------------------------------------|----------------------------------------------------------------------------|-------------|------|--|--|--|--|
| Date.                                                                             | Name.                                      |                        | Rations<br>Per Day.                | Amount.                                                                    | Total.      |      |  |  |  |  |
| do Mather<br>do S. C. I                                                           | nt Switzer<br>ws<br>Rouse<br>Davis         | 7<br>61<br>7<br>7<br>7 | cts.<br>50<br>50<br>50<br>50<br>50 | \$ cts.<br>3 50<br>3 25<br>3 50<br>3 50<br>3 50                            | ·           | cts, |  |  |  |  |
| 1875.<br>January Sergea<br>do S. Mat<br>do S. C. J<br>do S. C. I                  | nt Switzer<br>hews<br>Rouse<br>Javis       | 31<br>30½<br>31<br>20  | 50<br>50<br>50<br>50               | 15 50<br>15 25<br>15 50<br>10 00                                           | 13<br>56    |      |  |  |  |  |
| do Corpor<br>do S. C. I                                                           | nt Switzer<br>al Mathews<br>Rouse<br>Davis | 27<br>24<br>28<br>28   | 50<br>50<br>50<br><b>5</b> 0       | $ \begin{array}{r} 13 50 \\ 12 00 \\ 14 00 \\ 14 00 \\ 14 00 \end{array} $ | 53          |      |  |  |  |  |
| March Sergea<br>do Cerpor                                                         | nt Switzer<br>ral Mathews<br>Rouse         | 3<br>3<br>3            | 50<br>50<br>50                     | 1 <b>5</b> 0<br>1 50<br>1 50                                               |             | 50   |  |  |  |  |
| Four cords of wood :                                                              | Total Amount                               | at Missouri            | River, @                           | 54 per cord                                                                | \$128<br>16 |      |  |  |  |  |
| Board account of Major Walsh, at Missouri River, for 30 days, at 75 cents per day |                                            |                        |                                    |                                                                            |             |      |  |  |  |  |

BOARD ACCOUNT of North-West Mounted Police at Missouri River, commencing December 25th, 1874, ending March 31st, 1875.

Messrs. J. G. BAKER & Co.,

SIRS,—Please pay Joseph Largent, Esq., \$166.50, the amount of above bill, and charge to account of the North-West Mounted Police, and oblige

(Signed) J. M. WALSH, Superintendent and Inspector, N.-W.M.P.

Certified.

(Signed) JAMES McLEOD.

Paid by check on First National Bank, 18th March, 1875.

(Signed) J. G. B. & Co.

HELENA, MONTANA, 25th January, 1875. S. C. ASHBY for North-West Mounted Police: Bought of Charles Markham. 2 mail locks ..... 4 00 do 1 4-horse lash..... 2 50 do do Lettering mail/sacks...... 3 00 \$42 50 Account North-West Mounted Police. Paid. (Signed) CHARLES MARKHAM. Messrs. J. G. BAKER & Co. : Pay above bill of \$42.50 to S. C. Ashby, and charge same to account of North-West Mounted Police. J. M. WALSH, (Signed) Superintendent and Inspector, N.-W.M.P. Certified. (Signed) JAMES McLEOD. TETON, 29th November, 1874. Messrs. J. G. BAKER & Co. : SIRS,—Please pay Chas. Aubrey, Esq., the sum of fourteen dollars and seventy-five cents (\$14.75) and charge to account North-West Mounted Police. \$14.75. (Gold \$13.42). (Signed) J. M. WALSH. Inspector, N.-W.M.P. This account is for provisions supplied to Inspector Walsh's party while buying horses. (Signed) J. F. McLEOD, Assistant Commissioner. NORH-WEST MOUNTED POLICE, FORT SHAW, 19th March, 1875. (\$100.00.) Please pay Jerry Potts, or order, the sum of one hundred dollars (\$100.00) on account of salary. JAMES F. McLEOD, (Signed) Assistant Commissioner. TO J. G. BAKER & Co., Benton. (\$27.20.)NEW FORT MAGINNIS, 1st December, 1874. Messrs. J. G. Baker & Co. will please pay to order of H. H. Kennedy twenty seven dollars and twenty cents and charge to account of North-West Mounted Force. J. M. WALSH, (Signed) Inspector, N.-W.M.P.

This account is for forage supplied Inspector Walsh.

- J. F. McLEOD, (Signed) Assistant Commissioner.
- 10

(Signed) JAMES F. McLEOD

(Signed) JAMES F. McLEOD.

JAMES F. McLEOD,

(Copy.)

Certified.

Messrs. J. G. BAKER & Co. : SIRS,-Please pay M. Strong, Esq., the sum of eighty dollars (\$80), for one

chestnut mare, and charge to account of North-West Mounted Police. (Gold \$72.73.)

> J. M. WALSH, Superintendent and Inspector, N.-W.M.P.

Certified.

(Signed) JAMES F. McLEOD.

(Copy.)

Certified.

Messrs. J. G. BAKER & Co. :

SIRS,-Please pay A. B. Hamilton, Esq., the sum of two hundred and fifty-five (\$255) for three (3) horses, and charge to account North-West Mounted Police, and oblige.

(Gold \$231.83.)

SUN RIVER, M. T., 2nd March, 1875.

horse, and charge to account North-West Mounted Police. Signed) J. M. WALSH,

Supt. and Inspector, N.-W.M.P.

SUN RIVER, 2nd March, 1875.

SUN RIVER, M.T., 5th February, 1875.

Please pay M. Dunn, Esq., the sum of eighty-five dollars (\$85.00) for one bay

J. G. BAKER & Co.,

Certified.

(Copy.)

(Signed)

Messrs. J. G. BAKER & Co.:

SIRS,-Please pay Thos. Clary, Esq., the sum of one hundred dollars (\$100) for one iron grey horse, and charge to account of North-West Mounted Police, and oblige. (Gold \$90.91).

(Signed)

Supt. and Inspector, N.-W.M.P.

J. M. WALSH,

J. M. WALSH,

TETON, M. T., 3rd March, 1875

Superintendent and Inspector, N.-W.M.P.

[\$970.00.]

(Copy.)

HELENA, MONTANA, 1 h February, 1875.

Messrs. J. G. BAKER & Co. :

Pay to S. C. Ashby, or order, the sum of nine hund "d and seventy dollars (\$970) for eleven horses, and charge same to account o North-West Mounted Police.

(Gold \$881.82.)

J. M. WALSH,

Superintendent and Inspector, N.-W.M.P.

Certified,

(Signed) JAMES F. McLEOD.

(Copy.)

MISSOURI RIVER, M. T., 8th February, 1875.

Messrs, J. G. Baker & Co.

Fort Benton.

SIRS,—Please pay Joseph Largent, Esq., the sum of seventy-five dollars (\$75) for one roan mare, and charge to the account North-West Mounted Police, and oblige, (Gold \$68.18.)

> J. M. WALSH, Superintendent and Inspector, N.-W.M.P.

SUN RIVER, M.T., 4th February, 1875.

Certified,

(Signed) JAMES F. McLEOD.

(Copy.)

J. G. BAKER & Co.:

SIRS,—Please pay the bearer, M. Strong, Esq., the sum of two hundred and twenty-five (\$225) dollars for two horses, and charge to account North-West Mounted Police.

Gold \$204.55.

(Signed) J. M. WALSH,

Superintendent and Inspector, N.-W. M. P.

Certified,

(Signed) JAMES F. McLEOD.

SUN RIVER, M. T., 10th February, 1875.

Messrs. J. G. BAKER & Co.,

Fort Benton.

SIRS,—Please pay James Adams, Esq., the sum of one hundred dollars' (\$100) for one brown horse, and charge to account North-West Mounted Police, and oblige. Gold \$90.91.

(Signed) J. M. WALSH,

Superintendent and Inspector, N. W. M. P.

Certified,

(Signed) JAMES F. McLEOD.

MISSOURI RIVER, M.T., 8th February, 1875.

Messrs. J. G. BAKER, & Co., Fort Benton.

SIRS,—Please pay William Blain, Esq., the sum of eighty dollars (\$80) for one chestnut mare, and charge to my account, and oblige.

> (Signed) J. M. WALSH, Superintendent and Inspector, N.-W. M. P.

Certified,

JAMES F. McLEOD. (Signed)

MISSOURI RIVER, M.T., 8th February, 1875.

Messrs. J. G. BAKER & Co., Fort Benton.

SIRS,—Please pay William Blain, Esq., the sum of sixty (\$69) dollars, for one bay horse, and charge to the account North-West Mounted Police, and oblige.

(Signed) J. M. WALSH, Superintendent and Inspector, N.-W. M. P.

Certified.

JAMES F. McLEOD. (Signed)

J. G. BAKER & Co.:

SIRS,—Please pay to the order of James S. Hill, Esq., the sum of one hundred fifty (\$150) dollars, for two horses, and charge to account of North-West Mounted Police.

J. M. WALSH, (Signed) Superintendent and Inspector, N.-W.M.P.

Certified.

(Signed) JAMES F. McLEOD.

(Accepted.) J. G. BAKER & Co.

(Copy.)

MISSOURI RIVER, M.T., 15th March, 1875.

Messrs. J. G. BAKEB & Co. :

SIRS,-Please pay Jos. Largent, Esq., the sum of two hundred and fifty (\$250) dollars, and charge to account of North West Mounted Police, and oblige.

> (Signed) J. M. WALSH, Superintendent and Inspector, N.-W.M.P.

This is on account of contract for keeping horses during winter.

J. F. M., A. C.

SUN RIVER, M.T., 5th February, 1875.

\$167 80

(Copy.)-Voucher No. 22.

(Signed)

HELENA MONTANA, 3rd July, 1875.

NOBTH-WEST MOUNTED POLICE: In account with S. C. ASHBY.

15th February, 1875. To amount of account rendered, \$167.80. Received payment, by order, on J. G. Baker & Co. Gold, \$152.54.

(Signed) S. C. ASHBY.

Certified.

JAMES F. McLeod, Assistant Commissioner.

HELENA, MONTANA, 26th Feb., 1875.

NORTH-WEST MOUNTED POLICE: In account with S. C. ASHBY.

| Feb. | 15        | To Cash paid expenses of Major Walsh and Ashby, to and<br>from Deer Lodge to buy horses | \$57 00  |
|------|-----------|-----------------------------------------------------------------------------------------|----------|
| do   | 25        | Cash paid Dr. J. S. Glick for medical attendance on Major<br>J. M. Walsh                | 20 00    |
| do   | <b>25</b> | Cash paid, feeding horses, 13th to 25th.                                                | 22 80    |
| do   | <b>25</b> | 600 lbs. of oats at 3cts                                                                | 18 00    |
| do   | <b>25</b> | Shoeing horse                                                                           | 3 00     |
| do   | 25        | Weir & Pope-Medicine for Major Walsh                                                    | 4 00     |
| do   | 25        | R. S. Hale & Co. do                                                                     | 250      |
| do   | 25        | Sam Scott do                                                                            | 4 00     |
| do   | <b>25</b> | Draft on Canada, for John Carroli                                                       | *34 50   |
| do   | <b>25</b> | Hire of sleigh and harness                                                              | $2 \ 00$ |
|      |           |                                                                                         |          |

E. & O. E.

Messrs. J. G. Baker & Co. pay to the order of S. C. Ashby one hundred and sixty-seven dollars and eighty cents for the above account, and charge same to account of North-West Mounted Police.

> (Signed) J. M. WAI/SH, Superintendent and Inspector, N.-W. M. P.

(Signed) J. F. McLEOD,

Acting Commissioner.

\*This amount is charged to Carroll on pay sheet.

## COSMOPOLITAN HOTEL,

Samuel Schwab, Prop.

HELENA, MONTANA, 10th January, 1875.

S. C. Ashby, Esq.,

SIR,—Please pay Mr. Zimmerman, St. Louis Hotel, thirty-six (\$36) dollars, amount of my bill, and charge same to account of North-West Mounted Police and oblige.

Certified.

(Signed) JAMES F. McLEOD.

(Signed) J. M. WALSH.

Daily arrivals and departures from this hotel of Wells, Fargo & Co.'s, and all the United States Mails. HELENA, MONTANA, 27th February, 1875. Major J. M. WALSH: To St. Louis Hotel, Dr., Sam. Schwab, Proprietor. Entrances on Main and Jackson Streets. Room No .-Feb. 16— $4\frac{3}{4}$  days, board and lodging...... \$14 25 do 22-Washing 1 00 do 27-1 week and <sup>2</sup>/<sub>4</sub> day, board and lodging..... 17 25 do 27-David J. Cochrane, 3 day board and lodging .... 2 25\$34 75 S. C. Ashby, Esq.: SIR,-Please pay this bill, and oblige. Charge North-West Mounted Police. (Signed) A. M. WALSH. (Signed) SAM SCHWAB. (Copy.) 9th January, 1875. NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co. Gold. \$ cts 9,723 66 Bill rendered, groceries..... 10,610 41 2,153 15 Notions, &c..... 2,349 98 2.051 59 Freight bill rendered..... 2,238 97 Bill rendered, grain. ..... 545 42 595 00 B. & R. Benton house, Nov. 25th, statement of accounts..... 3,115 52 3,400 06 1,044 15 Orders paid, bill rendered..... 1.149 52 Bill for hauling, rendered..... 435 42 475 00 254 61 Merchandise bill rendered..... 277 75 19,323 52 \$21.096 69 1,852 12 Customs. Deduct private order..... 10 00 17,471 40 \$21,086 69 By contra bill rendered..... 2,021 12 Gold draft on Bank of Montreal, Montreal, at 1.09<sup>1</sup>/<sub>8</sub>, \$17,471.40 \$19,065 57 Received check on Bank of Montreal for the above. J. G. BAKER & Co. (Signed) (Copy.) 9th January, 1875. CHARLES E. CONRAD (for J. G. Baker.) 1874. do ..... 8..... do  $\mathbf{24}$ 523 28 do January on horse 18..... 107 30 9 do do do 16..... 103 49 4 James Brown's entry December 15 Sale of Bona's horse 60 00 Antoine Lachapelle 17.... 52 83 Jannary 382 75 8 Samples order. 167 00 Cash \$1,852 12 American currency......\$2,021 12.

## NORTH-WEST MOUNTED POLICE,

FORT McLEOD, 9th January, 1875.

(\$17,471.40.)

Pay to the order of Messrs. J. G. Baker & Co. the sum of seventeen thousand, four hundred and seventy-one dollars and forty cents, gold, and charge to account of North-West Mounted Police.

(Signed)

JAMES F. McLEOD,

Assistant Commissioner.

To the Manager of the Bank of Montreal, Montreal,

Canada.

BANK OF MONTREAL,

OTTAWA, 25th February, 1875.

JOHN LANGTON, Esq., Auditor.

DEAR SIR,—I enclose draft of James McLeod, Assistant Commissioner or North-West Mounted Police, drawn on the bank at Montreal, \$17,471.40.

The warrant issued on 23rd instant, No. 2872, was for \$17,471.00, leaving forty cents uncovered.

Yours truly,

(Signed) A. DRUMMOND,

Manager.

By Telegram from Ottawa to Bank Montreal.

MONTREAL, 22nd February, 1875.

Charge and send here McLeod's draft. Warrant to issue to cover.

(Signed) A. DRUMMOND.

# NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| Quantity and Description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Rate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                       | Total.                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| 10,000       lbs. grain                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | $\begin{array}{c} \textbf{S}  \text{c1s.} \\ 0  04\frac{1}{2} \\ 6  78 \\ 0  21 \\ 0  62\frac{1}{2} \\ 0  16 \\ 0  05\frac{3}{4} \\ 0  47 \\ 0  12 \\ 0  17 \\ 1  50 \\ 0  75 \\ 11  25 \\ 0  13\frac{1}{4} \\ 0  22\frac{1}{2} \end{array}$                                                                                                                                                                                                                                                                          | \$ cts.<br>450 00<br>2,440 80<br>2,976 85<br>281 25<br>512 00<br>115 00<br>17 39<br>240 00<br>340 09<br>75 00<br>37 50<br>56 25<br>40 50<br>16 20<br>75 00                                                                                                                                                                                                                                                                    | \$ cts.                                          |
| 1       No. 8 cook stove, extension tops.         7       No. 7 and No. 8 cook stoves, extension tops.         275       under-shirts.         324       pairs drawers.         26       do         50       do         50       do         72       do gloves.         216       do do         150       blankets.         150       blankets.         150       towels.         67       window sasbes.         4,000       feet 1-inch lumber.         50       do         4,828       lbs. potatoes.         300       do cut nails. | $\begin{array}{c} \textbf{45} & 00 \\ \textbf{1} & \textbf{16}_{2}^{2} \\ \textbf{1} & \textbf{16}_{3}^{2} \\ \textbf{2} & 00 \\ \textbf{3} & \textbf{25} \\ \textbf{3} & \textbf{50} \\ 0 & \textbf{39}_{1}^{-1} \\ \textbf{0} & \textbf{6}_{1}^{-1} \\ \textbf{3} & \textbf{37}_{1}^{-1} \\ \textbf{3} & \textbf{37}_{1}^{-1} \\ \textbf{3} & \textbf{37}_{1}^{-1} \\ \textbf{1} & \textbf{25} \\ \textbf{0} & \textbf{05} \\ 0 & \textbf{05} \\ \textbf{0} & \textbf{03} \\ \textbf{10} & \textbf{50} \end{array}$ | 15         00           315         00           320         83           378         00           48         00           84         50           175         00           135         00           135         00           *1,012         50           *1,012         50           68         75           83         75           200         00           25         00           144         84           31         50 |                                                  |
| •By error in extention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                               | 11,116 66<br>506 25<br>\$10,610 41<br>\$9,723 66 |

Not receipted.

Certified correct

(Signed)

J. F. McLEOD,

Aseistant Commissioner.

# (Сору.)

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| Quantity and Description.                                     | Rate.                                                         | Amount.                                               | Total. |
|---------------------------------------------------------------|---------------------------------------------------------------|-------------------------------------------------------|--------|
|                                                               | <b>\$</b> cts,                                                | \$ cts.                                               |        |
| 25 pairs monopoing                                            | 1 00                                                          | 135 00                                                | -ψ Ct3 |
| <ul> <li>pairs moccasins</li> <li>papers needles</li> </ul>   | 0 20                                                          | 10 00                                                 |        |
| 60 do Sharp's needles                                         | 0 10                                                          | 6 00                                                  |        |
| 12 lbs. assorted linen thread                                 | 3 00                                                          | 36 00                                                 |        |
| 4 <sup>3</sup> / <sub>4</sub> do sadd/ers' silk               | 15 00                                                         | 71 25                                                 |        |
| 12 gross pant buttons                                         | 0 75                                                          | 9 00 i                                                |        |
| 6 doz. papers pins.                                           | 0 50                                                          | 6 00                                                  |        |
| 1 piece flannel, 69 yards<br>10 lbs. cotton batting           | 050                                                           | 30 00                                                 |        |
| 12 dcz. black dress braid                                     | 2 00                                                          | <b>24</b> 00                                          |        |
| 1 piece Taylor's canvas, 26 <sup>3</sup> / <sub>4</sub> yards | 0 40 1                                                        | 10 70                                                 |        |
| 1 do brown sheeting, $41\frac{3}{4}$ do                       | 0 20                                                          | 8 35                                                  |        |
| 3 pairs scissors                                              | 1 50                                                          | 4 50                                                  |        |
| 4 sad-irons                                                   | 1 50                                                          | 6 00                                                  |        |
| 50 tin plates                                                 |                                                               | 25 00                                                 |        |
| 14 tin cups                                                   | 0 25                                                          | $ \begin{array}{cccccccccccccccccccccccccccccccccccc$ |        |
| 51 knives                                                     | 0 25                                                          | 36 50 1                                               |        |
| + table spoons                                                |                                                               | 25 00                                                 |        |
| 12 12-quart camp kettles                                      | 2 75                                                          | 33 00                                                 |        |
| 6 iron forks                                                  |                                                               | 1 50                                                  |        |
| 12 pans                                                       | 0 75                                                          | 9 00                                                  |        |
| 8 wash boards                                                 | 0 50                                                          | 9 00                                                  |        |
| 1 pair platform scales<br>4 heavy door locks                  |                                                               | 21 00<br>16 00                                        |        |
| 4 heavy door locks 1 dcz, do                                  |                                                               | 36 00 1                                               |        |
| 1 do padlocks.                                                |                                                               | 9 00                                                  |        |
| 1 do hasps and staples                                        |                                                               | 6 00                                                  |        |
| 6 papers brads                                                |                                                               | 1 00                                                  |        |
| 6 do tacks                                                    |                                                               | 1 00                                                  |        |
| 2 pairs 12-inch strap hinges                                  | 1 50                                                          | 3 00                                                  |        |
| 4 do 10 do                                                    | $1 25   0 62 \frac{1}{3}$                                     | 5 00                                                  |        |
| 2 do 8 do                                                     | 0 37                                                          | 7 50 4 50                                             |        |
| 1 gross 1 <sup>1</sup> / <sub>2</sub> inch screws             | 0 312                                                         | 2 25                                                  |        |
| 2 do 1 do                                                     | 1 25                                                          | 2 50                                                  |        |
| 2 broad axes                                                  | 4 00                                                          | 8 00                                                  |        |
| 2 foot adze                                                   |                                                               | 6 00                                                  |        |
| 5 doz. wood pipes                                             | 7 50                                                          | 37 50                                                 |        |
| 1 lbs. bullion tobacco                                        | 0 90                                                          | 36 90                                                 |        |
| 1 case matches         6 lbs. 1½ inch rope                    | 0 30                                                          | 9 00<br>19 80                                         |        |
| $2 \operatorname{do} \frac{3}{4} \operatorname{do}$           | 0 30                                                          | 15 60                                                 |        |
| 6 balls hardware twine                                        | 0 50                                                          | 3 00                                                  |        |
| 2 log chains                                                  | 5 00                                                          | 10 00                                                 |        |
| 0 lbs. putty                                                  | 0 25                                                          | 5 00                                                  |        |
| 4 lamps                                                       | 1 00                                                          | 24 00                                                 |        |
| 2 stand lamps.                                                | 2 50                                                          | 5 00                                                  |        |
| 8 doz. medium lamp chimneys<br>2 gross lamp wicks             | 3 00                                                          | 54 00<br>4 00                                         |        |
| 2 lanterns                                                    | $   \begin{array}{c}     2 & 00 \\     2 & 00   \end{array} $ | 24 00                                                 |        |
| 2 hay forks.                                                  | 1 50                                                          | 18 00                                                 |        |
| 2 reams note paper                                            | 3 00                                                          | 6 00                                                  |        |
| 2 boxes white envelopes                                       | 1 50                                                          | 3 00                                                  |        |
| 2 reams foolscap paper                                        | 7 50                                                          | 15 00                                                 |        |
| 4 doz. blotting pads                                          |                                                               | 2 00                                                  |        |
| l stone jugs ink                                              | 0 75                                                          | 8 25                                                  |        |
| doz. small jugs ink                                           | 6 00                                                          | 2 40<br>3 00                                          |        |
| bottles carmine ink                                           | 0 75                                                          | 4 50                                                  |        |
| 2 glass ink stands                                            | 1 00                                                          | 2 00                                                  |        |
| 18                                                            | - ••                                                          |                                                       |        |

-

# North-West Mounted Police: Bought of J. G. Baker & Co.-Continued.

| Quantity and Description.                                                                                                                                                                                                                                                                                                           | Rate.                                                 | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Total.            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 2       gro39 pens         4       d.z. pen holders         6       lbs. glue         1       gross cedar pencils         3       shipping books.         3       shipping books         2       memoranda books.         1       small cocking stove.         8       joints stove pipe         8       do         15       elbows | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | $\begin{array}{c} \textbf{$$5$} & cts. \\ 4 & 50 \\ 1 & 00 \\ 2 & 25 \\ 2 & 25 \\ 2 & 25 \\ 3 & 75 \\ 2 & 25 \\ 9 & 60 \\ 40 & 00 \\ 64 & 50 \\ 4 & 00 \\ 11 & 25 \\ 35 & 00 \\ 9 & 00 \\ 8 & 50 \\ 14 & 00 \\ 31 & 50 \\ 9 & 00 \\ 3 & 00 \\ 3 & 50 \\ 1 & 50 \\ 3 & 00 \\ 6 & 00 \\ 1 & 50 \\ 3 & 75 \\ 6 & 00 \\ 1 & 50 \\ 3 & 75 \\ 6 & 00 \\ 1 & 50 \\ 3 & 00 \\ 54 & 39 \\ 3 & 00 \\ 21 & 00 \\ 54 & 39 \\ 3 & 00 \\ 21 & 00 \\ 15 & 00 \\ 4 & 00 \\ 15 & 00 \\ 4 & 00 \\ 4 & 50 \\ \end{array}$ | Total.<br>\$ cts. |
| 3 do beeswax                                                                                                                                                                                                                                                                                                                        | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ | 38 47<br>8 30<br>154 00<br>125 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                   |

North-West Mounted Police : Bought of J. G. Baker & Co.-Continued.

| Quantity and Description.                                             | Rate.          | Amount.               | Total.                    |
|-----------------------------------------------------------------------|----------------|-----------------------|---------------------------|
|                                                                       | <b>\$</b> cts. | \$ cts.               | <b>\$</b> cts.            |
| 6 doz. stay binding<br>2 do do                                        | 1 25           | 6 00<br>2 50<br>1 50  | -                         |
| doz. ladles                                                           | 1 50           | 3 00<br>0 38          |                           |
| do good pen holders<br>1 lb. candles<br>14 lbs. § in. rope            | ·····          | 0 35                  |                           |
| 1 are and helve<br>2 bunches bed cords<br>*Paid for repairing watches | 0 50           | 2 50<br>1 00<br>10 00 |                           |
| 12 •oal oil hand lamps                                                |                | 12 00                 | <b>\$</b> 2,349 <b>98</b> |
| Gold                                                                  | ·····          |                       | \$2,153 15                |

\*These watches belonged to a couple of the men. I will see that the amount is stopped. Certified to be correct.

(Signed)

J. F. McLEOD, Assistant Commissioner.

(Copy.)

FREIGHT BILL.

NOBTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|                 | <br>       |      | بالفادية التقارب التراج |               |              | -        |
|-----------------|------------|------|-------------------------|---------------|--------------|----------|
|                 | B.L. rende | ered |                         | cts.<br>05    | <b>\$</b> c1 | ts.      |
| Oct. 6<br>do 12 | do<br>do   |      | 415<br>1,603            |               |              |          |
|                 |            |      |                         | - <u>-</u> -' | \$2,238 9    | <i>m</i> |

Certified to be correct.

(Signed) J. F. McLEOD, Assistant Commissioner.

Transport.—Benton to Fort McLeod, rates,  $2\frac{1}{2}$  cents per lb.

(Signed) J. F. M.

(Copy.)

NOBTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| 7,000 lbs. oats, @ 4½ cents       | \$ cts.<br>315 00 | \$ fcts. |
|-----------------------------------|-------------------|----------|
| Freight on same, @ 4 cents per lb | 280 00            | \$595 00 |
|                                   | 1                 | ·        |

Certified to be correct.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

FORT McLEOD, B.P., 20th December, 1874.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|                                                              | 1                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                              |                                |          |
|--------------------------------------------------------------|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------|----------|
| Oct.<br>do<br>Nov.<br>do<br>do<br>do<br>do<br>do<br>do<br>do | 21<br>7<br>12<br>17<br>24<br>25<br>25<br>25 | Paid Col. French, order from Galbraith.         R. Christian, for telegraphic despatches         Major McLeod, order favor of Power & Bro.         Major Walsh,       do         Potts       do         Major Walsh,       do         Hamilton & Co.       Fredericks, Helena, for telegraphic despatches.         Major Walsh, order in favor of Ashby.       Major Walsh, order in favor of Ashby.         Major Walsh, order in favor of Ashby.       Major Walsh, order in favor of Ashby.         Major Walsh, order in favor of Ashby.       Major Walsh, order in favor of Ashby.         Major Walsh, order in favor of Ashby.       Major Hamilton, account enclosed. | 76 80<br>290 18<br>50 00<br>234 18*<br>20 40<br>236 50*<br>278 95*<br>10 30* | \$                             | cts.     |
| do<br>do                                                     | 25<br>25                                    | for 40,000 lbs. oats, at Sun River, @ 5 cents for drugs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                              |                                |          |
|                                                              |                                             | Freight from Benton to Fort McLeod on drugs,<br>300 lbs. @ 4 cents                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                              | \$3,3 <b>8</b> 8<br>1 <b>2</b> | 06<br>00 |
|                                                              |                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -                                                                            | \$3,400                        | 96       |
|                                                              |                                             | Golđ                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                              | \$3,115                        | 52       |

\*These accounts are retained until I see Inspector Walsh, who is away at Sun River, as they require explanation. (Signed) J. F. M., A.C.

Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE : To John Kerler, Dr.

| 1875. |                                                                                                                                                                                              | \$                | cts.                                   | \$                                | cts.                                               | \$             | cts. |
|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|----------------------------------------|-----------------------------------|----------------------------------------------------|----------------|------|
| do    | i       box axle grease         1,484 lbs. oata       lbs. oata         1 fork       fork         Reward for gun found       los         1,118 lbs. oata       los         2 forks       los | 10<br>0<br>1<br>1 | 07 <u>1</u><br>07 <u>1</u><br>50<br>90 | 111<br>111<br>83<br>83<br>4<br>75 | 20<br>33<br>30<br>50<br>00<br>85<br>00<br>00<br>00 | \$290<br>\$266 |      |

Received payment, (Signed)

JOHN KERLER.

(\$290.18.)

NORTH-WEST MOUNTED POLICE,

OLD MAN'S RIVER, 27th October, 1874.

Please pay Mr. John Kerler, or order, the sum of two hundred and ninety dollars and eighteen cents (\$290.18), U.S. currency, for supplies, as per bill.

(Signed) J

JAMES F. McLEOD, Assistant Commissioner.

To Messrs. J. G. BAKER & Co., Benton.

----

| HELENA, M.T., 8th Nove                                          | embe      | r, 1874. |
|-----------------------------------------------------------------|-----------|----------|
| McLeod's messages amount to<br>Your message to Smith amounts to | \$20<br>4 | 40<br>54 |
| Total                                                           | \$24      | 94       |

Received payment.

(Signed) F

FREDERICK.

(Copy.)

FORT BENTON, MONTANA.

NORTH-WEST MOUNTED POLICE: Bought of J.G. Baker & Co.

|                        | \$ cts.                               | \$ cts.                                                                                                     | \$           | cts |
|------------------------|---------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------|-----|
| Ib potass. iodid       | 1 50                                  | 2 00<br>2 50<br>1 00<br>0 25<br>6 00<br>6 00<br>4 50<br>1 C0<br>0 75<br>2 50                                |              |     |
| 1 "emplast. can tharid | · · · · · · · · · · · · · · · · · · · | 0       25         2       50         10       00         14       00         7       00         6       00 | <b>\$</b> 89 | 25  |
| Gold                   | •••••                                 |                                                                                                             | \$81         | 82  |

Certified to be correct.

(Signed)

JAMES F. McLEOD.

### 42 Victoria.

(Copy.)

NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co.

| -                      |                          |                |                |                                                           |                                                              |                       | 7                    |
|------------------------|--------------------------|----------------|----------------|-----------------------------------------------------------|--------------------------------------------------------------|-----------------------|----------------------|
| Oct.<br>do<br>do<br>do | 17<br>17<br>17           | do<br>do<br>do | do<br>do<br>do | of Joe Carr<br>H. Taylor<br>Jas. Palmer<br>R. W. Buckland | $\begin{array}{r} 9 & 17 \\ 25 & 30 \\ 126 & 55 \end{array}$ | 27<br>137             | 00<br>00<br>60<br>50 |
| do<br>do               | 21                       | do<br>do       | do<br>do       | Joe Carr                                                  | 35 46                                                        |                       | 68                   |
| do                     | 21<br>23                 | do<br>do       | do             | H. S. Baker                                               | 5 50                                                         | 6                     | ••                   |
| do                     | 23                       | do             | do             | H. A. Kanouse,                                            | 41 25                                                        | 45                    |                      |
| do                     | <b>2</b> 3<br><b>2</b> 7 |                | do             | Jas. Palmer                                               | 11 92                                                        | 13                    |                      |
| Nov.                   | 1                        | do             | do             | do                                                        | 84 04                                                        | 10                    |                      |
| do                     | 1                        | do             | do             | Big Horn                                                  | 1375                                                         | 91<br>15              | •••                  |
| do                     | 1                        | do             | do             | Joe McMullen                                              | $1375 \\ 2384$                                               |                       | 00                   |
| do                     | 3                        | do             | đo             | H. A. Kanouse.                                            |                                                              | 20<br>67              |                      |
| đo                     | 11                       | do             | do             | H, Kountz                                                 | 75 63                                                        |                       | 50<br>50             |
| đŏ                     | 30                       | do             | do             | T. Lacey                                                  | 100 84                                                       | 110                   |                      |
| Dec.                   | 2                        | do             | đo             | L. Wallace                                                | 59 32                                                        |                       | 80                   |
| do                     | 4                        | do             | do             | L. Wallace                                                |                                                              | ••                    | 50                   |
| do                     | 16                       | do             | do             | A. D. McPherson                                           | 253 00                                                       | 11                    |                      |
| do                     | 16                       | do             |                | gold 9 <del>1</del>                                       |                                                              | 274                   | 99                   |
| do                     | 16                       | do             | in favor o     | f Morriseau                                               | 58 69                                                        |                       | 00                   |
|                        |                          |                |                |                                                           |                                                              |                       |                      |
|                        |                          | Ву рауп        | nent private   | order to Wetzel & Co., improperly charged.                | \$1,044_15                                                   | \$1,1 <b>49</b><br>10 | <b>52</b><br>00      |
|                        |                          |                |                |                                                           |                                                              | \$1,139               | 52                   |

Certified.

(Signed,)

JAMES F. McLEOD, Assistant Commissioner.

(Cop y.)

OLD MAN'S RIVER, 15th October, 1874.

Please pay Joseph Carr, or order, the sum of fifty dollars American currency, being for 1,000 lbs. of buffalo meat supplied to the North-West Mounted Police. (Gold, \$±5.84.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

(Copy.)-\$10.00.

NORTH-WEST MOUNTED POLICE, OLD MAN'S RIVER, 17th October, 1874.

Please pay Henry Taylor, or order, ten dollars (\$10), for provisions supplied by him to a party of police under charge of S. J. Crozier. (Gold, \$9.17.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benion. (Copy.)-\$27.60.

OLD MAN'S RIVER, 17th October, 1874.

Please pay to the order of James Palmer, twenty-seven dollars and sixty centa (\$27.60) U.S. currency, being payment in full for 552 lbs. of buffalo meat bought from him for the North-West Mounted Police. (Gold, \$25.30)

(Signed)

JAMES F. McLEOD. Assistant Commissioner.

To J. G. BAKER & Co., Benton.

(Copy.)-\$137.50.

OLD MAN'S RIVER, 17th October, 1874.

Please pay to the order of R. W. Buckland, one hundred and thirty-seven dollars and fifty cents (\$137.50) U.S. currency, being payment in full for 51 tons of hay bought from him for the North-West Mounted Police.

(Gold \$125.55.)

(Signed)

JAMES F. MoLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

\$38.68.

\$6.00.

NORTH-WEST MOUNTED POLICE,

OLD MAN'S RIVER, 21st October, 1874.

Please pay Mr. Joseph Carr, or order, thirty-eight dollars and sixty-eight cents (\$38.68), United States currency, for 96 lbs. of buffalo meat supplied. (Gold, \$35.46.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKEB & Co., Benton.

NORTH-WEST MOUNTED POLICE,

OLD MAN'S RIVER, 21st October, 1874.

Please pay Mr. H. S. Baker the sum of six dollars (\$6), United States currency, for 120 lbs. of buffalo meat supplied by him for the use of the Force.

(Gold, \$5.50.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

(Copy.)-\$45.00.

NORTH-WEST MOUNTED POLICE,

OLD MAN'S RIVER, 23rd October, 1874.

Please pay Mr. Fred Kanouse, or order, forty-five dollars (\$45), United States currency, for 3 tons of hay supplied.

(Gold, \$41.25)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

(Copy.)-\$91.57.

#### NORTH-WEST MOUNTED POLICE, OLD MAN'S RIVER, 27th October, 1874.

Please pay Messrs. W. S. Witzel & Co., or order, ninety-one dollars and fifty-seven cents (\$91.57), United States currency, for supplies as per bill.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To Messrs. J. G. BAKER & Co., Benton.

> NORTH-WEST MOUNTED POLICE, OLD MAN'S RIVER, 27th October, 1874.

| \$ 97 12 <del>1</del>        |
|------------------------------|
| 81 50                        |
| 13 <b>50</b>                 |
| 10 00                        |
| 2 50                         |
| <b>446</b> 25                |
| \$650 87 <del>1</del>        |
| 559 30                       |
| <b>\$</b> 91 57 <del>1</del> |
|                              |

(Signed) W. S. WITZEL & CO., WEATHERWAX.

The \$500 was made up of fines imposed on Taylor, Smith and others, which Weatherwax, of the firm of Witzel & Co., paid for them. (Gold, \$584.04)

(Signed) J. F. N.

(Copy.)-\$13.00.

NORTH-WEST MOUNTED POLICE, OLD MAN'S RIVER, 22nd October, 1874.

Please pay Mr. James Palmer, or order, thirteen dollars (\$13) U.S. currency, being payment for 437 lbs. of buffalo meat supplied by him. (Gold, \$11.92.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton. (Copy.)-\$15.00.

OLD MAN'S RIVER, 20th October, 1874.

Please pay "Big Horns," or order, the sum of fifteen (\$15) dollars U.S. currency, being payment for one lodge bought from him for North-West Mounted Police. (Gold, \$13.75.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

Messrs. J. G. Baker & Co.:

SIRS,—Please pay the bearer, Joseph McMullen, Esq., twenty (\$20) dollars for one ton hay, and six (\$6) dollars for six pairs moccasins and charge to the account North-West Mounted Police.

(Gold, **\$23**.84.)

(Signed)

J. M. WALSH, Inspector, N.-W. M. P.

(Copy.)-\$67.38.

NORTH-WEST MOUNTED POLICE, FORT McLEOD, 3rd November, 1874.

Please pay to the order of Mr. Frederick Kanouse the sum of sixty-seven dollars and thirty-eight cents (\$67.38) U.S. currency, for supplies furnished as per bill. (Gold, \$61.77.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

\$82.50.

NORTH-WEST MOUNTED POLICE, FORT McLEOD,

Please pay Mr. Henry Kountz, or order, eighty-two dollars and fifty cents (\$82.50) U. S. currency, for  $5\frac{1}{2}$  tons of hay cut for the Force. (Gold \$75.63.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To Messrs. J. G. BAKER & Co., Benton.

#### \$110.00

NORTH-WEST MOUNTED POLICE,

FORT McLEOD, 30th November, 1874.

Please pay Mr. Thomas Lacey, or order, one hundred and ten dollars U.S. currency, for one horse bought from him.

(Gold, \$100.84.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton. STAND OFF, 1st November, 1874.

(Copy.)-\$65.80.

## NORTH-WEST MOUNTED POLICE, FORT McLEOD, 2nd December, 1874.

Please pay Lewis Wallace, or order, sixty-five dollars and eighty cents (\$65.80) U. S. carrency, for 28 pairs breeches made for the Force. (Gold, \$59.32.)

> (Signed) JAMES F. McLEOD. Assistant Commissioner.

To J. G. BAKER & Co., Benton.

\$14.50.

NORTH-WEST MOUNTED POLICE, FORT McLEOD, 4th December, 1874.

Please pay Lewis Wallace or order, fourteen dollars and fifty cents (\$14.50) U. S. currency, being for one pair tailor's shears bought from him. (Gold, \$13.13.)

(Signed)

Assistant Commissioner.

To J. G. BAKER & Co., Benton.

These scissors were required to cut out the cow skins for the men's trousers; it was a favor to get them even at this price.

(Signed) J. F. M.

JAMES F. McLEOD,

(Copy.)-\$274.99.

NOR TH-WEST MOUNTED POLICE, FORT McLEod, 16th December, 1874.

Please pay A. D. Macpherson, or order, two hundred and fifty-two dollar<sup>8</sup> (\$252) gold, being freight in full for carriage of baggage from Edmonton here. (Gold, 252.00.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton.

\$64,00.

FORT McLEOD, 28th December, 1874.

Please pay François Morriseau, or order, sixty-four dollars (\$64) U. S. currency, in full payment of wages for one month and two days for the N.-W. M. Police. (Gold, \$58.67.)

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

To J. G. BAKER & Co., Benton,

|      | 1                                                             | 1       |                  |
|------|---------------------------------------------------------------|---------|------------------|
| 18   | 4.                                                            | \$ cts. | \$ ct <b>s</b> . |
| Oct. | 15 Use of 6 yoke cattle from Milk River to Fort McLeod-8 days | . 10 00 | 80 00            |
| Nov. | 42 teams hauling hay                                          | . 10 00 | 20 00            |
| do   | 5 2 do                                                        |         | 20 09            |
| do   | 6 2 do                                                        |         | 20 00            |
| do   | 7 1 team hauling logs and timber                              | 7 00    | 7 00             |
| do   | 8 2 teams hauling do                                          |         | 14 00            |
| do   | 9]2 do do                                                     | 7 00    | 14 00            |
| do   | 9 2 do hay                                                    | 10 00   | 20 00            |
| do   | 102 do logs                                                   |         | 10 00            |
| do   | 102 do rocks                                                  |         | 20 00            |
| do   | 11 2 do do                                                    | 10 00   | 20 00            |
| do   | 122 do rock and wood                                          |         | <b>20</b> 90     |
| do   | 132 do do                                                     | 10 00   | 20 00            |
| do   | 162 do $rock - \frac{1}{2} day$                               | 10 00   | 10 00            |
| do   | 172 do timber                                                 |         | 20 <b>09</b>     |
| do   | 18 2 do do                                                    |         | 20 00            |
| do   | 21 2 teams snaking logs                                       |         | 10 00            |
| do   | 22 2 do $\frac{1}{2}$ day                                     | 5 00    | 5 00             |
| do   | 24 2 teams hauling stone                                      | 10 00   | 20 00            |
| do   | <b>2</b> 5; <b>2</b> do logs                                  | 10 00   | 20 00            |
| do   | 261 do do                                                     |         | 10 00            |
| do   | 261 do do ½ day                                               |         | 5 00             |
| do   | 26 1 team snaking logs-2 day                                  |         | 2 50             |
| _do  | 271 team hauling hay                                          |         | 10 00            |
| Dec. | 31 do <b>1</b> day                                            | 10 00   | 5 00             |
| do   | 3 1 team snaking-1 day                                        | 5 00    | 2 50             |
| do   | 4 1 team hauling.                                             |         | 10 00            |
| do   | 51 do                                                         |         | 10 00            |
| do   | 61 do                                                         |         | 10 00            |
| do   | 11] team, Weatherwax Hill hay.                                |         | 5 00             |
| do   | 111 team $-\frac{1}{2}$ day                                   | 10 00   | 5 00             |
| do   | 112 teams do                                                  | 10 00   | 10 00            |
|      | Total                                                         |         | \$475 00         |

NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co.

Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner. NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co.

|                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                       | 1      |                                        |                                                                                                                                 |                |
|------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|----------------|
| 18                                                                                 | 74.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                       | \$     | cts.                                   | \$                                                                                                                              | cts.           |
| Nov.<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do | $\begin{array}{c} 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 2 \dots \\ 2 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 2 \dots \\ 2 \dots \\ 2 \dots \\ 2 \dots \\ 2 \dots \\ 2 \dots \\ 2 \dots \\ 0 \dots \\ 0 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\ 1 \dots \\$ | <pre>1 can mustard (per Marlin)</pre> |        | 50)<br>40)<br>40)<br>50)<br>50)<br>50) | 8<br>0<br>1<br>3<br>3<br>1<br>1<br>2<br>3<br>2<br>12<br>2<br>12<br>2<br>12<br>3<br>3<br>16<br>0<br>0<br>37<br>100<br>300<br>200 | 50<br>25<br>50 |
|                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Total                                 | •••••• |                                        | \$277                                                                                                                           | 75             |

\*This horse was Leville's, the Oree Interpreter and Guide. The amount is charged to him.

Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE FORCE:

(\$2,652.90.)

[To be signed in duplicate. Certificate No. 167.]

Received from the Department of Justice the sum of two thousand six hundred and fifty-two dollars and ninety cents, being the amount due for sawmill, &c., as per accounts hereto annexed.

Dated at St. Louis, Mo., this third day of June, 1875.

(Signed) GEO. A. BAKER.

It is particularly requested that this Receipt may be signed in duplicate and returned to the Department of Justice with the least possible delay.

(Copy.)

ST. LOUIS, Mo., 3rd June, 1875.

SIB.—Your communication of 28th ultimo is just received, enclosing draft on New York for \$2,652.90, in payment of invoice for sawmill and machinery purchased by my brother, J. G. Baker, for the North-West Police. I return you the invoice and receipt signed in my own name. I am not aware if you wished me to sign it, or if you wished it signed in their firm name, J. G. Baker & Co., by me. If it is not right, if you will return it I will sign as you request; the draft being made payable to my order, I thought it was as well for me to sign it.

> Very respectfully, Your obedient servant,

> > (Signed)

GEO. A. BAKER.

To Col. HUGH RICHARDSON,

Department of Justice, Ottawa, Canada.

(Copy.)

ST. LOUIS, 27th April, 1875.

Messrs. J. G. BAKER & Co.: Bought of Kingsland, Ferguson & Co.

| 1  | 5            | Ames' portable engine                                 | \$1,300    | 00.       |
|----|--------------|-------------------------------------------------------|------------|-----------|
| 1  |              | Single sawmill with 52" saw, 24 ft. of Carriage and 2 |            |           |
|    |              | Parkhurst patent blocks                               | 775        | 00        |
| 60 | •••          | Feet of 10" rubber belt                               | 65         | 00        |
| 1  | <b>4</b> 8'' | Circular Saw                                          | 65         | 00        |
| 1  | 36``         | Low patent shingle mill                               | <b>240</b> | 00        |
| 1  |              | Jointer                                               | 50         | 00        |
| 4  |              | Feet of 8" belt for shingle mill                      | 29         | 00        |
|    |              | " 4" " jointer                                        | 15         | 00        |
| 1  | 2``          | Mandril                                               | 11         | <b>20</b> |
| 1  | 3``          | ۶۲<br>۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰۰            | 12         | 80        |
| 1  | 12``         | Rip saw                                               | 3          | 50        |
| 1  | 16''         | Crosscut saw                                          | 4          | 75        |
|    | •••          | Feet of 4" belt for mandril                           |            | 20        |
| 30 | •••          | " extra gas pipe and coupling                         |            | 00        |
| 1  | •••          | Patent monkey and cutting wrench                      | 6          | 00        |
| 1  | •••          | Yard plain gum                                        |            | <b>20</b> |
|    | • • •        | Extra rack pinions                                    |            | 00        |
|    | •••          | Pieces 7, and 4 pieces safety way-iron                |            | 00        |
| -  | • • •        | Extra "C" rolls and stands                            |            | 00        |
|    | •••          | Ratchet wheel for blocks                              | 2          | 00        |
| 1  | •••          | Spur-wheel and one spur-pinion for blocks             | 6          | 25        |
| 1  | •••          | Set brass gear for blocks                             | 11         | 00        |
|    |              |                                                       | ¢9 659     |           |
|    |              |                                                       | W7 667     | un        |

\$2,652 90

## Appproved.

(Signed) W. R.

Gold, \$2,314.06.

## SCHEDULE A.

STATEMENT of payments made to Messrs. J. G. Baker & Co., on account of North-West Mounted Police, for Fiscal Year 1875-76, as per Vouchers in detail annexed hereto.

|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$                       |
|--------------------------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Pay of force, per staten             | sent                                                                            | •••••                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 18,48                    |
| Miscellaneous sup <sub>e</sub> lies. |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 5,18                     |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | $^{5,32}$                |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1,18                     |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1, 2                     |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1, 21<br>1, 22           |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1,2                      |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2                        |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | $\tilde{2}$              |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | $1, \tilde{5}$           |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4                        |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3,3                      |
| Miscellaneous supplies               |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 4                        |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2,2                      |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | -1-                      |
| Oats                                 |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3                        |
| Freighting supplies                  |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1,5                      |
| Hav, Fort McLeed                     |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2,5                      |
| do Bow River                         |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1,8                      |
| Medicines supplied                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | -,-                      |
| Miscellaneous supplies               |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | $2,\epsilon$             |
| Medicines supplied.                  |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | í                        |
| åo                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2                        |
| Freighting stores                    |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Telegrams                            |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Castor oil                           |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Postage                              |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Telegromo                            |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Building barrack at Bo               | w River.                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2,1                      |
| Freight charges, &c                  |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | :                        |
| Toll dues                            |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Tape and wax                         |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Miscellaneous supplies               |                                                                                 | *********                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                          |
| Freighting stores                    |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Miscellaneous supplies               |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | :                        |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Use of lodge                         |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Telegrams                            |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Postages                             | *******                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| lnk                                  |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Postage                              |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Miscellaneous supplies               |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| LITANSport of stores                 |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| Miscellaneous supplies               | · · · · · · · · · · · · · · · · · · ·                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 3,                       |
| do                                   |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| 1                                    |                                                                                 | -                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$59,                    |
| da                                   |                                                                                 | \$6 729 21                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | $\psi \sigma \sigma_{j}$ |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      |                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
| uo<br>Freight on storm               |                                                                                 | 1 100 00 1                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                          |
| Horses be                            | WIIII                                                                           | 3 025 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                          |
| Travelling orner                     | ** ********* -*************************                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                          |
|                                      | do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>d | do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         do         cio         Freighting stores.         Telegrams.         do         Castor oil         Postage         Tape and wax         Miscellaneous supplies         Freighting stores.         Miscellaneous supplies         freighting stores         Miscellaneous supplies         freighting stores         Miscellaneous supplies         foo         do         do         do | do                       |

SCHEDULE A.—Statement of payments made to Messrs. J. G. Baker & Co., &c.— Continued.

|     |                                      | \$          | cst. | _ \$ ct     |
|-----|--------------------------------------|-------------|------|-------------|
|     | 0                                    | ~           |      | \$59,792 6  |
| 32  | Carrying mails                       |             | 46   |             |
| 49  | Sundry payments, &c                  |             |      |             |
| 50  | Freighting stores, &c                |             |      |             |
| 51  | Miscellaneous supplies               |             |      |             |
| 52  | do                                   | 11,765      | 74   |             |
| 53  | do                                   | 15,033      | 72   |             |
| 54  | Paid Indians, buffalo robes, dressed | <b>Ý 93</b> |      |             |
| 55  | Miscellaneous supplies               | 704         | 18   |             |
| 56  | iBeef                                | 430         | 37   |             |
| 69  | Carrying mails                       | 113         | 66   |             |
| 95  | Cow skin                             | 1           | 81   |             |
| 104 | Miscellaneous supplies               | 1,120       |      |             |
| 105 | do                                   |             |      |             |
| 107 | Expenses, Cypress Hills massacre     | 5,252       |      |             |
| 141 | Horse-shoe nails                     |             | 37   |             |
| 141 |                                      | 5           | 51   | 69 070 10   |
|     |                                      |             |      | 62,979 18   |
|     | Тоња!.                               |             |      | @103 771 0F |
|     | ТОБЯІ                                | ******      |      | \$122,771 8 |

## SCHEDULE B.

CLASSIFICATION of payments made to Messrs. J. G. Baker & Co., on account of North-West Mounted Police, as shown in Public Accounts, 1875-76, pages 122 to 136.

|                 |                                                             | \$    | cts. | \$            | cts  |
|-----------------|-------------------------------------------------------------|-------|------|---------------|------|
| Pay of Force    |                                                             |       |      | \$18,481      | 98   |
| Sabsistence     | * ********* ********* *****************                     | 1     |      | 30,438        | 3 29 |
|                 |                                                             |       |      | 2,608         | 3 75 |
| Arms and amnoun | ition                                                       |       |      |               | 91   |
|                 | 1CB                                                         |       |      |               |      |
|                 | port                                                        |       |      | 4,018         | 21   |
|                 | 10911                                                       |       |      | 6,850         | 1 04 |
|                 | AIRC88                                                      |       |      | 127           | 04   |
| Forage          |                                                             |       |      | 31,428<br>406 | 12   |
|                 | and buggies                                                 |       |      | 400           | 1 10 |
|                 | airs                                                        |       |      |               |      |
| do              | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,                      | 1,100 |      |               |      |
| do              |                                                             | 1,361 | 91   | 4,591         | 91   |
| <b>n</b>        |                                                             |       |      | 287           | 00   |
| Stationery      | ,                                                           |       |      | 2,877         | 96   |
|                 | equipment                                                   |       |      | 1,104         | 75   |
|                 |                                                             |       |      | 208           | 97   |
|                 | ••••• ••••••• ••••• •••••• ••••••• •                        |       |      | 57            | 29   |
|                 | •                                                           |       |      | 707           | 92   |
|                 |                                                             |       |      | 1,342         | 32   |
|                 |                                                             |       |      | 6.951         | 14   |
|                 | 8 -699999999 199999999 199999 199999 19999 19999 - 99999999 |       |      | · 49          | 46   |
|                 | ,,,,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,                      |       |      | 1,887         | 92   |
|                 | C                                                           |       | مە   | ,             |      |
| do              | ······································                      |       | 83   |               |      |
| đo              |                                                             |       |      |               |      |
| de              | ••                                                          |       | 50   | - 10          | 0.0  |
| 40              |                                                             |       | _    | 7,718         | 82   |
| -               | etal                                                        |       | ŀ    | \$122,771     | 85   |

# 42 Victoria.

-----

| STATEMENT | of | Vouchers | for | Pay | of | Force. |
|-----------|----|----------|-----|-----|----|--------|
|-----------|----|----------|-----|-----|----|--------|

|                               | 1                                       |            |                            |                                                         | 1                |                          |
|-------------------------------|-----------------------------------------|------------|----------------------------|---------------------------------------------------------|------------------|--------------------------|
| \$ cts.                       | \$ cte.                                 | 1          |                            |                                                         | 1876.            |                          |
| 50 00                         | 372 63<br>1,342 54<br>42 88             | Dec., 1875 | B Division                 | Inspector Crozier<br>J. M. Walsh<br>do<br>Baker & Co    | Feb. 22<br>do 22 | 236<br>267<br>268<br>269 |
| 1,758 05                      | 908 00<br>1,265 75<br>1,175 25<br>83 72 | do 1876    | C. Division<br>do          | Inspector Brisebois<br>A. G. Irvine<br>do<br>Baker & Co | do               | 270<br>271<br>272<br>273 |
| 3,432 72<br>1, <b>34</b> 4 72 | 1,311 93<br>32 79                       |            |                            | J. M. Walsh<br>Baker & Co                               |                  | <b>2</b> 74              |
| 1,365 23                      | 33 30                                   |            | Commission                 | J. M. Walsh<br>Baker & Co                               | do               |                          |
| 1,407 06                      | 1,372 75<br>34 31                       |            | Commission                 | A. G. Irvine<br>Baker & Co                              | do               |                          |
| 1,249 47                      | 823 00<br>396 00<br>30 47               |            | Working Pay                | E. A. Brisebois<br>do<br>Baker & Co                     | : do             |                          |
| 1,280 12                      | 31 22                                   |            | Commission                 | J. M. Walsh<br>Baker & Co                               | do               |                          |
| 857 66                        | 20 91                                   |            | Commission                 | E. A. Briseboîs<br>Baker & Co<br>L. N. F. Crozier       | do               |                          |
| 1,358 66                      | 33 13                                   | do 1876    | Commission                 | Baker & Co                                              | do               |                          |
| 1,997 74                      | 8 00<br>742 25<br>48 48                 | do 1876    | Working Pay<br>F. Division | do<br>E. A. Brisebois<br>Baker & Co                     | do<br>do         |                          |
| 1,453 94                      |                                         |            |                            | A. G. Irvine<br>Baker & Co.                             | i                |                          |
| 936 61                        | 918 25<br>18 36                         | do 1876    | F. Division<br>Commission  | E. A. Brisebois<br>Baker & Co                           | do               | ×                        |
| \$18,481 98                   |                                         |            | Total                      |                                                         |                  |                          |

NORTH-WEST MOUNTED POLICE FORCE, Dr.: TO INSPECTOR CROZER.

April 26th, 1876—To cash on account of pay, \$50. Mr. COMADONEL : Please pay.

Approved : (Signed) A. G. IRVINE.

Received from J. G. Baker & Co., the sum of fifty dollars (\$50), being the amount of the annexed account.

Witness, A. G. BAKER.

NORTH-WEST MOUNTED POLICE FORCE.

Certificate No. 392.

(To be signed in duplicate.)

(\$1,758.05.)

Received from the Department of Justice, the sum of one thousand seven hundred and fifty-eight dollars and five cents, being the amount placed to the credit of J. G. Baker & Co., in payment of cash advanced by them to pay B. Division for December and January, together with commission of  $2\frac{1}{2}$  per cent., as per accounts hereunto annexed.

Dated at Ottawa, this 11th day of March, 1876.

(Signed) ANDREW DRUMMOND.

(Copy.)

FORT BENTON, M.T., 22nd February, 1876.

DEAR SIR,-We herewith hand you for our credit with Bank of Montreal, Ottawa:

Making total...... \$1,758 05

which, please place to our credit as soon as received, as our agent at Cypress Hills has drawn in favor of the men, as per our agreement with the Department.

We will send the money for the month ending February 29th, so as the troops will be paid on March 1st, at Cypress Hills. We cannot hear a word from McLeod.

Yours truly,

(Signed) J. G. BAKER & Co.

We have sent Commissioner Irvine duplicate vouchers and retained the triplicates.

Col. H. RICHARDSON, Department of Justice, Canada. (Signed) L. N. F. CROZER.

# NORTH-WEST MOUNTED POLICE,

## FORT WALSH, 20th January, 1876.

I certify that J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of B Division, N.-W. M. Police, under my command, for the month last past, the sum of three hundred and seventy-two dollars and sixty-three cents (\$372.63) in Canada funds, such sums being of Dominion issues of the following denominations :--

| Twenty-five cent scrip |   |
|------------------------|---|
| One dollar bills       |   |
| Two do do              |   |
| -                      | - |

\$372 63

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed)

J. M. WALSH,

Supt. and Insp. Commanding B Division.

(Copy.)

NORTH-WEST MOUNTED POLICE,

FORT WALSH, 1st February, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me on behalf of the Government of Canada, for payment of B Division N.-W. M. P. Force, under my command, for the month last past, the sum of one thousand three hundred and forty-two dollars and fifty-four cents (\$1,342.54) in Canada funds, such sums being of Dominion issues of the following denominations :-

| Twee | ntv.fiv | e cen | t scrip\$ | <b>42</b> | 54 |
|------|---------|-------|-----------|-----------|----|
| One  | dollar  | bills | L<br>     | 700       | 00 |
|      |         |       |           |           |    |
|      |         |       |           | _         |    |

\$1,342 54

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) J. M. WALSH,

Supt. and Insp. Commanding B Division, N.-W. M. Police, Commanding Fort McLeod.

ST. LOUIS HOTEL,

HELENA, M.T., 14th March, 1876.

DEAR SIR,—I hand you our signature by our Chas. E. Conrad, which please hand to the Manager of the Bank of Montreal, Ottawa, Canada. Mr. Conrad is drawing cheques in favor of your men of Police Force and others.

Yours truly,

(Signed) J. G. BAKER & Co.

Col. HUGH RICHARDSON, Ottawa, Canada.

188-31

FORT BENTON, M. T., 29th February, 1876.

DEAR SIR,—The enclosed, under date of 22nd instant: Major Walsh's receipt for \$372.63, January 20th; Major Walsh's receipt for \$1,342.54, 1st February; asking you to place the same with  $2\frac{1}{2}$  per cent, \$42.83 additional, to our credit with Bank Montreal, Ottawa, as per our agreement with the Department.

Fearing the mail may have been lost, &c., we now enclose duplicates which please return if letter referred to has been received, and the matter attended to.

Money left here for payment March 1st, in time to reach the posts so as to pay on that day.

Yours respectfully,

(Signed) J. G. BAKER & Co.

Lt.-Colonel H. RICHARDSON, Department<sup>®</sup> of Justice, Ottawa,<sup>p</sup>Canada.

ST. LOUIS HOTEL, Samuel Schwab, Proprietor.

HELENA, M. T. 9th March, 1876.

DEAR SIR,—We herewith hand you for our credit with Bank of Montreal, Ottawa, receipts as follows, for payment of troops of North-West Mounted Police Force :—

| Captain Brisebois' receipt, February 2nd, for month of         | ¢ 008   | 00 |
|----------------------------------------------------------------|---------|----|
| January<br>Major Irvine's receipt, February 24th, for month of | ¢ 308   | 00 |
| January                                                        | 1,265   | 75 |
| February                                                       | 1,175   | 25 |
| Commission $2\frac{1}{2}$ per cent                             |         |    |
| Making a total                                                 | \$3,432 | 72 |

Three thousand four hundred and thirty-two dollars and seventy-two cents, which please place to our credit, as per Article 5 of our agreement with Department of Justice, dated Ottawa, November 25th, 1875.

Yours truly,

(Signed) J. G. BAKER & Co.

Col. HUGH RICHARDSON, Department of Justice, Ottawa.

ST. LOUIS HOTEL,

Samuel Schwab, Proprietor.

HELENA, M.T., 9th March, 1876.

DEAR S7R,—The money for the payment of the troops was not called for on time, owing to the absence of Major Irvine from Fort McLeod. Money was sent to Brisebois for payment of his troops for month of February; but receipts have not been returned. We write this to shew you that it is being furnished as fast as called for.

Yours truly,

J. G. BAKER & Co.

Col. HUGH RICHARSON, Ottawa, Canada.

#### NORTH-WEST MOUNTED, POLICE FORCE, STATION, FORT BRISEBOIS, 2nd February, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "F" Division, N.-W. M. P. F., under my command, for the month last past, nine hundred and eight dollars (\$208.00), in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

| .25 cent scrip | \$58 | 00 |
|----------------|------|----|
| 1 dollar bills | 750  | 00 |
| 2 dollar bills | 100  | 00 |

In pursuance of the agreement in that behalf made with the Department of Justice.

(Signed) E. A. BRISEBOIS,

Inspector, Commanding "F" Division.

NORTH-WEST MOUNTED POLICE FORCE, FORT McLEOD, 24th February, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "C" Division, North-West Mounted Police Force, under my command, for the month of January last past, one thousand two hundred and sixty-five dollars and seventy-five cents (\$1,265.75) in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

| 25 cent scrip  | \$ 65.75       | 5 |
|----------------|----------------|---|
| 1 dollar bills | 700 00         |   |
| 2 dollar bills | 500 <b>0</b> 0 | ) |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE,

Assistant Commissioner.

Memorandum.

NORTH-WEST MOUNTED POLICE FORCE,

FORT McLEOD, 29th February, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "C" Division, North-West Mounted Police Force under my command, for the month of February last past, \$1,175.25 one thousand one hundred and seventy-five dollars and twenty-five cents. in Canadian funds, such sums being made up of Dominion issues of the following denominations:—

| 25 cent scrip  | \$40       | <b>25</b> |
|----------------|------------|-----------|
| 1 dollar bills | 601        | 00        |
| 2 dollar bills | <b>534</b> | 00        |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE, Assistant Commissioner.

FORT BENTON, M.T., 7th March, 1876.

Col. HUGH RICHARDSON, Department of Justice,

Ottawa, Canada.

which was furnished as per our agreement with the Department, dated Ottawa, 25th Nov., 1875.

Please place the amount with Bank of Montreal as per Article Five of said agreement.

Yours very respectfully,

J. G. BAKER & Co.

P.S.—We send by this mail duplicate vouchers to Col. Irvine, as per Article Four of agreement. G. G. B. & Co., J.A.B.

NORTH-WEST MOUNTED POLICE,

FORT WALSH, N.W.T., 3rd March, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of B. Division North-West Mounted Police Force, under my command, for the month last past, the sum of \$1,311.93, thirteen hundred and eleven dollars and ninety-three cents, in Canada funds, such sums being of Dominion issues of the following denominations :---

| \$100 | 93  |
|-------|-----|
| 900   |     |
| 311   | 00  |
|       | 900 |

\$1,311 93

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) J. M. WALSH,

Superintendent and Inspector N.-W.M.P. F., Commanding Fort Walsh.

HELENA, M.T., 12th April, 1876,

DEAR SIB,—We herewith hand you Major J. M. Walsh's receipts for \$1,331.93' furnished him to pay off B. Division as per our agreement with the Department.

Please place the above amount, \$1,331.93, and 21 per cent. additional commission \$33.30, making total \$1,365.23, to our credit with Bank of Montreal, Ottawa.

We have this day forwarded a copy to Assistant-Commissioner Irvine, at Fort McLeod, Dominion of Canada.

Very respectfully,

Yours truly,

(Signed) J. G. BAKER & Co.

Col. HUGH RICHABDSON, Department of Justice, Ottawa, Canada.

### NORTH-WEST MOUNTED POLICE, FORT WALSH, N.W.T., 1st April, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of B. Division, North-West Mounted Police Force, under my command, for the month last past, the sum of thirteen hundred and thirty-one dollars and ninety-three cents, in Canada funds, such sums being of Dominion issues of the following denominations :--

| Twenty-five cent scrip | \$ 80 | 93 |
|------------------------|-------|----|
| One dollar bills       | 751   |    |
| Two dollar bills       | 500   | 00 |
| -                      |       |    |

\$1,331 93

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) J. M. WALSH, Superintendent and Inspector B. Division, N.-W.M.P.F.

(Copy.)

FORT BENTON, M.T., 20th April, 1876.

SIR,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa: -

| Col. A. G. Irvine's receipt, April 1st, 1876, for<br>$2\frac{1}{2}$ per cent. commission on same | <b>\$</b> 1,372<br>34 |  |
|--------------------------------------------------------------------------------------------------|-----------------------|--|
|                                                                                                  |                       |  |

**\$1.407** 06

Which was furnished as per our agreement with the Department of Justice, dated Ottawa, November 25th, 1875.

Please place the amount with Bank of Montreal as per article 5th of said agreement.

We are, Sir,

Yours very respectfully,

J. G. BAKER & Co.

To Col. H. BERNARD, Department of Justice, Ottawa, Ont.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT McLEOD, 1st April, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "C" Division, N.-W. M. P. Force, under my command, for the month of March last past, one thousand three hundred and seventy-two dollars and seventy-five cents (\$1,372.75) in Canadian funds, such sum being made up of the following denominations :--

| Twenty-five cent scrip<br>One dollar bills | 600 00             |
|--------------------------------------------|--------------------|
| Two do do                                  | 700 00<br>1.372 75 |

In pursuance of their agreement in that behalf made with the Department of Justice.

FORT BENTON, M.T., 2nd May, 1876.

SIB,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa:—

| E. A. Brisebois' rece<br>" " extra | eipt for March<br>a pay              | \$823 00<br>396 00  |
|------------------------------------|--------------------------------------|---------------------|
| Commission two                     | 9 per cent                           | \$1,219 00<br>30 47 |
|                                    | Vorme more sofferline                | \$1,249 47          |
| ol. H. Bernard,                    | Yours very respectfully,<br>(Signed) | J. G. BAKER & Co.   |

To Col. H. BEBNARD, Department of Justice, Ottawa, Canada.

NORTH-WEST MOUNTED POLICE FORCE,

STATION, FORT BRISEBOIS, 10th April, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "F" Division, N. W. M. P. F., under my command, for the month last past, eight hundred and twenty-three dollars (\$823) in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

| Twen  | ty-fiv | e cent | scrip | \$ 50 | 00 |
|-------|--------|--------|-------|-------|----|
| One d | lollar | bills. | 1     | 473   | 00 |
|       |        |        |       |       |    |
|       |        |        |       |       |    |

\$823 00

In parsuance of their agreement in that behalf made with the Department of Justice.

(Signed) E. BRISEBOIS, Inspector, commanding "F" Division.

NORTH-WEST MOUNTED POLICE FORCE, STATION, FORT BRISEBOIS, 10th April, 1876.

I certify that Messrs. J. G. Baker & Co. have this day delivered to me, on behalf of the Government of Canada, for payment of "F" Division, N.-W. M. P. Force, under my command, for extra work done from 2nd October to 31st December, 1875, when building Fort Brisebois, three hundred and ninety-six dollars (\$396) in Canadian funds, such sum being made up of Dominion issues of the following denominations:-

| Twenty  | -five | e cen  | t scrip | 8   |    |
|---------|-------|--------|---------|-----|----|
| One dol | llar  | bills. |         | 146 | 00 |
| Two d   |       |        |         |     |    |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed)

E. BRISEBOIS, Commanding "F" Division.

Certified.

(Signed)

Assistant Commissioner.

A. G. IRVINE.

FORT BENTON, M.T., 11th May, 1876.

SIB. -Enclosed we hand you

| J. M. Walsh's receipt for the pay for April $2\frac{1}{2}$ per cent. on same | <b>\$1,24</b> 8<br>31 |    |
|------------------------------------------------------------------------------|-----------------------|----|
| <b>m</b> . 1                                                                 |                       |    |
| Total                                                                        | \$1,280               | 12 |

Which amount please place to our credit with Bank of Montreal, Ottawa.

Yours very truly,

(Signed) J. G. BAKER & Co.

To Col. H. BEBNARD, Department of Justice, Ottawa.

NORTH-WEST MOUNTED POLICE FORCE,

FORT WALSH, CYPRESS MOUNTAIN, 2nd May, 1876.

I certify that J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "B" Division, N.-W. M. P. Force, under my command, for the month last past, the sum of one thousand two hundred and forty-eight dollars and ninety cents (\$1,248.90) in Canada funds, such sums being of Dominion issues of the following denominations :---

| Twer | nty-fiv | e cent | scrip                                        | \$           | 48   | 90 |
|------|---------|--------|----------------------------------------------|--------------|------|----|
|      |         |        | L<br>4 6 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 |              | 600  |    |
| Two  | do      | do     |                                              |              | 600  | 00 |
|      |         |        |                                              | <b>\$</b> 1. | ,248 | 90 |

In pursuance of their agreement in that behalf made with the Department of Justice.

> (Signed) J. M. WALSH, Supt. and Insp. " B " Division, Commanding Fort Walsh.

> > FORT BENTON, M.T., 18th May, 1876.

| SIR,—Enclosed we hand you<br>Inspector Brisebois' receipt for April pay | •   | 75<br>91 |
|-------------------------------------------------------------------------|-----|----------|
| Total                                                                   | 857 | 66       |

Which amount please place to our credit with Bank of Montreal, Ottawa.

Yours very truly,

J. G. BAKER, & Co., (Signed) J. A. B.

To Col. H. BERNARD,

Ottawa, Ont.

#### NORTH-WEST MOUNTED POLICE FORCE. STATION, FORT BRISEBOIS, 3rd May, 1876.

I certify that Messrs J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Ganada, for payment of "F" Division, N. W. M. P. Force, under my command, for the month last past, eight hundred and thirty-six dollars and seventy-five conts (\$836.75) in Canadian funds such sum being made up of Dominion issues of the following denominations :---

> Twenty-five cent scrip......\$ 49 75 Two " "

In pursuance of their agreement in that behalf made with the Department o Justice.

(Signed)

E. A. BRISEBOIS, Inspector, Commanding Division.

FORT BENTON, M.T., 14th June, 1876.

SIR,-Enclosed we send you for credit of our account with Bank Montreal, Ottawa :—

| L. N. F. Crozier's receipt for May pay      | \$1,325 | 53 |
|---------------------------------------------|---------|----|
| $2\frac{1}{2}$ per cent. commission on same | 33      | 13 |

Our next payment will be 1st July, and will come under the terms of the new contract, two per cent.

Yours very respectfully,

J. G. BAKER & Co. (Signed)

To Col. H. BERNARD, Department of Justice,

Ottawa, Ont.

Requisition No. 149 of June 28th to Auditor, \$1,358.66.

NORTH-WEST MOUNTED POLICE, FORT WALSH, N.-W.T., 1st June, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "B" Division, N.-W. M. P. Force, under my command, for the month last past, the sum of thirteen hundred and twenty-five dollars and fifty-three and one-half cents  $(\$1,325.53\frac{1}{2})$  in Canada funds, such sums being of Dominion issue of the following denominations:-

| Twenty-five cent scrip | <b>\$</b> 25 53 <sup>1</sup> / <sub>2</sub> |
|------------------------|---------------------------------------------|
| One dollar bills       | 700 00                                      |
| Two " bills            |                                             |
| <b>7</b> -4-1          | #1 995 591                                  |

Total......\$1,325 532

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) L. N. F. CROZIER. Superintendent and Inspector, Commanding Fort Walsh. 42 Victoria.

FORT BENTON, M.T., 16th June, 1876.

Sir,-Enclosed we hand you for credit of our account with Bank of Montreal :

| Ottawa | A. G. Irvine's receipt fo<br>do do<br>E. A. Brisebois' do | or May pay<br>Extra pay<br>May pay | 8        | 00 |
|--------|-----------------------------------------------------------|------------------------------------|----------|----|
|        | $2rac{1}{2}$ per cent. commission                        | \$1,939<br>48                      | 26<br>48 |    |
|        |                                                           |                                    | \$1,987  | 74 |
|        |                                                           | Yours very truly,                  |          |    |

J. G. BAKER & Co.

To Col. H. BERNARD, Department of Justice.

Ottawa, Ont.

Requisition to Auditor, No. 151, of 29th June.

NORTH-WEST MOUNTED POLICE,

FORT McLEOD, 31st May, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "C" Division, North-West Mounted Police Force, under my command, for the month of May last past, one thousand one hundred and eighty-nine dollars and one cent (\$1,189.01) in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

| 25 cent scrip<br>1 dollar bills.<br>2 dollar bills.<br>Coin. | 823<br>216 | 00 |
|--------------------------------------------------------------|------------|----|
| -                                                            | 1,189      | 01 |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE,

Assistant Commissioner.

NORTH-WEST MOUNTED POLICE, FORT McLEOD, 51st May, 1876.

I certify that Messrs. J. G. Baker & Co., have this day delivered to me, on behalf of the Government of Canada, for payment of "F" Division (working pay) North-West Mounted Police Force, under my command, for the month of May last past, eight dollars in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

(Signed)

A. G. IRVINE,

Assistant Commissioner.

## **A**.1879

#### NORTH-WEST MOUNTED POLICE FORCE,

STATION, FORT BRISEBOIS, 5th June, 1876.

I certify that Messrs. J. G. Baker & Co. have this day delivered to me, on behalf of the Government of Canada, for payment to "F" Division, North-West Mounted Police Force, under my command, for the month last past, seven hundred and fortytwo dollars and twenty-five cents (\$742.25) in Canadian funds, such sum being made up of Dominion issues, of the following denominations :—

| 25 cent scrip  | \$100 | <b>25</b> |
|----------------|-------|-----------|
| 1 dollar bills | 342   | 00        |
| 2 dollar bills | 300   |           |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed)

E. A. BRISEBOIS,

Inspector, Commanding Division.

(Copy.)

FORT BENTON, M. T., 18th July, 1876.

SIR,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa:—

 A. G. Irvine's receipt for June pay
 \$1,425
 \$44

 2 per cent. commission
 28
 50

\$1,453 94

Yours very truly,

(Signed) J. G. BAKER & Co.

To Col. RICHARDSON, Department of Justice, Ottawa.

NORTH-WEST MOUNTED POLICE,

FORT McLEOD, 30th June, 1876.

I certify that Messrs. J. G. Baker & Co. have this day delivered to me, on behalf of the Government of Canada, for payment of "C" Division, North-West Mounted Police Force, under my command, for the month of June, 1876, one thousand four hundred and twenty-five dollars and forty-four cents (\$1,425.44) in Canadian funds, such sum being made up of Dominion issues of the following denominations:—

| Coin           | 8  | 0  | 19 |
|----------------|----|----|----|
| Scrip          | 1  | 75 | 25 |
| 1 dollar bills | 8  | 50 | 60 |
| 2 dollar bills | 50 | 00 | 00 |

In pursuance of their agreement in that behalf made with the Minister of Justice.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

FORT BENTON, 22nd July, 1876.

SIB,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa:—

Yours very truly,

(Signed) J. G. BAKER & Co.

To Col. H. RICHARDSON,

Department of State, Ottawa.

NORTH-WEST MOUNTED POLICE,

STATION, FORT CALGARRY, 11th July, 1876.

I certify that Messrs. Baker & Co. have this day delivered to me, on behalf of the Government of Canada, for payment of "F" Division, North-West Mounted Police Force, under my command, for the month last past, nine hundred and eighteen dollars and twenty-five cents (\$918.25), in Canadian funds, such being made up of Dominion issues of the following denominations:—

| 25 | cent s | erip                                    | \$ 90 | 25 |
|----|--------|-----------------------------------------|-------|----|
|    |        | ills                                    |       |    |
| 2  | do     |                                         | 114   | 00 |
| 4  | de     |                                         | . 72  | ŨŨ |
| 5  | do     |                                         | 30    | 00 |
| 10 | do     | • • • • • • • • • • • • • • • • • • • • | 30    | 00 |

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) E. A. BRISEBOIS,

Inspector, Commanding Troop.

## (Copy.)

FORT MCLEOD.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| Quantity and Description.                                                                                                                     | Rate.                                                   | Amount.                                                                      | Total.  |
|-----------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|------------------------------------------------------------------------------|---------|
| 4 dozen padlocks<br>2 cross-cut saws<br>5 dozen are handles<br>1 broad are<br>1 foot adze<br>1 meat saw<br>6 large camp kettles<br>5 small do | \$ cts.<br>6 00<br>7 50<br>5 00<br>5 00<br>3 00<br>2 00 | \$ cts.<br>24 00<br>15 00<br>25 00<br>5 00<br>4 00<br>3 50<br>18 00<br>10 00 | \$ ets. |

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# North-West Mounted Police; In account with J. G. Baker & Co.-Continued.

| Quantity and Description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Rate.        | Amount.          | Total.  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------|---------|
| an an an an an an an an an an an an an a                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | \$ cts.      | \$ cts.          | \$ cts. |
| 1 dozen large fry pans                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |              | 15 00            |         |
| 1 gross tin plates per dozer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              | 24 00<br>18 00   |         |
| 1 do cups do<br>63 knives and forks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1 50         | 31 50            |         |
| 1 dozen wood pails                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | . 050        | 6 00             |         |
| 3 cases axle grease                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 10 50        | 31 50<br>4 63    |         |
| 181 lbs. iron wire                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              | 12 00            |         |
| 6 do tubs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | . 200        | 12 00            |         |
| 2 grindstones, 115 lbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 0 10 2 50    | 11 50            |         |
| 2 set fixtures                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 18 00 1    | 500}<br>900}     |         |
| 18 hav forks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 50         | 36 00            |         |
| D DOLALO IOFKA                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 1 2          | 180 00           |         |
| 200 gallons coal oil<br>6 cases matches                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 8 00         | 48 00            |         |
| dozen iron rakes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |              | 9 00             |         |
| 514 yarde flannel                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0 80         | 41 40            |         |
| 361 do<br>1 No. 6 coal stove                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1 00         | 36 50<br>30 00   |         |
| 1 No. 6 coal stove<br>1 No. 5 do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |              | 25 00            |         |
| 2 No. 8 cook stoves, extension tops, with reservoir, for back                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |                  |         |
| kitchen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              | 200 00<br>110 00 |         |
| 1 No. 99 cook stove, extension top                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 0 60         | 17 40            |         |
| 1 No. 9 Fairbank's platform scales                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |              | 110 00           |         |
| 1 gross harness rings per dozen                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 200          | 24 00<br>84 00   |         |
| 2 do do<br>1 gross nalter squares do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3 50         | 48 00            |         |
| 1 gross harness tackles, 12-inch                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |              | 36 00            |         |
| l do do l-inch, brass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2 00 !       | 24 00            |         |
| 1 do do 77-inch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 1 75<br>1 25 | 21 00<br>15 00   |         |
| $\frac{1}{1}$ do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do \frac{1}{1}-inch do $\frac{1}{1}$ -inch do \frac{1}{1}-inch do $\frac{1}{1}$ -inch do $\frac{1}{1}$ -inch do \frac{1}{1}-inch do |              | 20 00            |         |
| 4 do do 1-inch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |              | 8 00 j           |         |
| 6 do do <u>1</u> inch do 1<br>1 gross brass ornaments (brads)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 50         | 9 00             |         |
| 1 hand saw.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |              | 3 50             |         |
| 1 rip saw                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |              | 3 50             |         |
| 1 screw driver                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | *****        | 1 50             |         |
| 1 sinch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |              | 1 00             |         |
| $1  \frac{1}{4}$ -inch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |              | 1 25             |         |
| 1 l-inch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |              | 1 50             |         |
| 1 13-inch do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              | 1 50             |         |
| 1 li-inch do do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |              | 2 00             |         |
| 1 spirit level                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |              | 3 50             |         |
| 1 keg white lead                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |              | 2 50             |         |
| 2 try-squares                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 1 00         | 2 00             |         |
| 1 smoothing plane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |              | 2 00   2 50      |         |
| 1 jack plane                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 0 75         | 5 25             |         |
| 1 ovtrooting case                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |              | 59 90            |         |
| 1 copy "Ophthalmic Surgery "                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | •••••        | 3 50<br>6 50     |         |
| 1 do "Parish Practical Pharmacy"<br>10 yards white serge.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2 50         | 25 00            |         |
| 4 dozen lesther horse brushes                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 27 70        | 121 50*          |         |
| 4 do carry combs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 7 50         | 33 75 1 23 40 1  |         |
| 30 do oak leather                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 0 60         | 35 80            |         |
| 4 calf skins                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 6 00         | 24 00            |         |
| 40                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | •            |                  |         |

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# North-West Mounted Police: In account with J. G. Baker & Co.-Continued.

|                       | Quantity and Description.                     | Rate.         | Amount.          | Total | l <b>.</b> |
|-----------------------|-----------------------------------------------|---------------|------------------|-------|------------|
|                       |                                               | \$ cts.       | \$ cts.          | \$    | cts.       |
| 6                     | lbs. shoe thread                              | 2 00          | 12 00            |       |            |
| 2<br>3                | pieces red topping                            | 2 00          | 4 00 3 00        |       |            |
| 3                     | do Cape aloes                                 |               | 1 50             |       |            |
| 8                     | oz. biniod : mercury                          | 1 00          | 8 00             |       |            |
| 3<br>3                | oz. sulph : iron                              |               | 0 60             |       |            |
| ឹ                     | oz. pulverized opium                          |               | 7 50             |       |            |
|                       | gallon alcohol                                | 5 00          | 2 50             |       |            |
| 4                     | do spirits arnica                             | 0 75          | 3 00             |       |            |
| 3                     | do tincture myrrh                             | 0 75 0 50     | 3 00<br>1 50     |       |            |
| 2                     | do ammonia                                    | 0 75          | 1 50             |       |            |
|                       | Can                                           |               | 0 50             |       |            |
| 2                     | gallons tincture iodine<br>do spirits ammonia |               | 2 50             |       |            |
| 2                     | do do nitric ether                            | 1 00          | 2 00             |       |            |
| 2<br>3                | do sulph. ether.                              |               | 2 50             |       |            |
| j.                    | do salphur                                    |               | 0 75 0 50        |       |            |
| 1                     | do pure chalk                                 |               | 0 75             |       |            |
| $\frac{1}{2}$         | do gum catechu                                |               | 0 75             |       |            |
| 2                     | do do tincture                                | 1 00<br>0 35  | 2 00 0 70        |       |            |
| 1                     | oz. chlor: zinc                               |               | 1 00             |       |            |
| ्रदे                  | pint croton oil                               |               | 2 50             |       |            |
| $\frac{1}{2}$         | do castor oil                                 | 0 75          | $125 \\ 150$     |       |            |
| 2                     | sticks caustic.                               | 075           | 0 70 1           |       |            |
| 2<br>2                | lbs. saltpetre                                | 0 50          | 1 00             |       |            |
|                       | gross corks                                   | 075<br>250    | 1 50             |       |            |
|                       | 2 oz. graduate                                | 2 50          | 0 75             |       |            |
| 1                     | mortar and pestle                             |               | 2 50             |       |            |
| 1 4                   | pair balance scales                           |               | 14 00            |       |            |
| 1                     | cans axle grease barrel apples, 317           | 10 50<br>0 18 | 42 00<br>39 06   |       |            |
| 2,489                 | 108. bacon                                    | 0 17          | 423 13           |       |            |
| 150<br>50             | do bullion tobacco                            | 0 90 ;        | 135 00           |       |            |
| 100                   | do Ingleside                                  |               | 50 00<br>35 00   |       |            |
| 600                   | de soup                                       |               | 66 00            |       |            |
| 45<br>59 <del>1</del> | gallons vinegar                               | 1 20          | 54 00            |       |            |
| 2                     | dozen yeast powder<br>gross Jamaica ginger    | 3 00<br>60 00 | 177 50<br>120 00 |       |            |
| 20                    | ganous neatsfoot oil.                         | 2 50          | 50 00            |       |            |
| 10<br>16              | do raw linseed                                | 2 50          | 25 00            |       |            |
| 4                     | lbs. plaster Paris                            | 0 20 2 00     | 2 00 8 00        |       |            |
| 4                     |                                               | 1 50          | 6 00             |       |            |
| 6<br>6                | NO. 5, U. S. Durners                          | 0 75          | 4 50             |       |            |
| ĩ                     | dozen No. 3 chimneys<br>gross No. 3 wicks     | 4 00          | 24 00            |       |            |
|                       | uuzun nand lampa                              | 1 6 6 6 1     | 24 00            |       |            |
|                       | tio. I sug purners                            | 1 50 1        | 18 00            |       |            |
| -                     | E-VG3 11(). ( W1000                           | 1 95 1        | 3 75             |       |            |
|                       | Plumster plane                                |               | 3 00             |       |            |
|                       |                                               |               | 1 50             |       |            |
| 1                     | 13-Inch bead do                               |               | 0.75             |       |            |
| 1                     | 2 Inch do do<br>plongh plane and bits         |               | 1 00             |       |            |
| 1                     | 1-inch O. G. moulding plane                   |               |                  |       |            |

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## North-West Mounted Police : In account with J. G. Baker & Co.-Continued.

|        |             | Qu             | antity and       | d Description.                                |                         | Rat    | te.          | Amour | ıt.      | Tota    | ıl. |
|--------|-------------|----------------|------------------|-----------------------------------------------|-------------------------|--------|--------------|-------|----------|---------|-----|
|        | · · · · · · |                |                  |                                               | <u> </u>                |        | cts          |       | cts.     | \$      | ct  |
| 1 .    | 1-inch U.   | G. m           | oulding pl       | 840                                           |                         | 1      | 5 0 <b>0</b> |       | 75<br>65 |         |     |
| 12     | Bompond     |                |                  |                                               | ******                  | 1 10   |              |       | 65<br>50 |         |     |
| 1      |             |                |                  | •• ••••••••• •• •• •• •••••• •• ••••• •• •••• |                         |        |              |       | 00       |         |     |
| 1      | dozen he    | ngeo nu        | files            | • • •• • · • • • • • • • • • • • • • •        |                         | 4      | 00           |       | 00       | 1       |     |
| 1      | key-hole    | Ke W           | ш <del>с</del> а | ***** *********************************       |                         |        | 00           | 1 1   |          | ł       |     |
| î      | set socke   | t firme        | r chisels        |                                               |                         | -      |              |       | 00       |         |     |
| î      | mortise g   | ange.          |                  |                                               |                         |        |              |       | 00       |         |     |
| 3      | single ga   | 008            |                  |                                               |                         | ) (    | 25           | l ō   | 75       |         |     |
| 1      | 2-foot box  | wood           | rule             |                                               |                         |        |              | 1     | 00       |         |     |
| 1      | scratch a   | wl             |                  |                                               |                         |        |              | . 0   | 15       |         |     |
| 1      | 4-inch pl   | ane            |                  |                                               |                         |        |              |       | 50       |         |     |
| 1      | set match   | plane          | 8                |                                               |                         |        |              |       | 00       |         |     |
| 1      | sash plan   | e              |                  |                                               | •••••                   |        |              |       | 00       |         |     |
| 1      |             |                |                  |                                               |                         |        |              |       | 25       |         |     |
| 1      | sloughing   | hatch          | et               | • • • • • • • • • • • • • • • • • • •         | ••••                    |        | •••••        |       | 00       |         |     |
| 1      | screw dri   | ver            |                  | ······                                        | *****                   |        | •••••        |       | 50       |         |     |
| 1      | set steel a | ugers,         | g-inch to        | 2-inch                                        | •••••                   |        |              |       | 50<br>00 |         |     |
| \$     | dozen tap   | er nie         | 8                | ••••••••••                                    |                         | 1 1    | 00           |       |          |         |     |
| 1      |             | compa          |                  | *****                                         |                         | ****** | ** ****      | 2     | 25<br>50 |         |     |
| 1      | do<br>bevel |                |                  | ••••••••••••••••••••••••••••••••••••••        |                         |        | *****        | 0     | 75       |         |     |
| 1      |             | do<br>orted    |                  |                                               |                         |        | 50           |       | 75       |         |     |
| 7      | do hre      | d a wia        | gimiers .        | *** ***** * ***** ********************        |                         | i 1    | 00           |       | 50       |         |     |
| 2      |             |                |                  | ······································        |                         |        |              |       | 00       |         |     |
| 2      | noir band   | GOTAW          | a and prof       | · • • • • • • • • • • • • • • • • • • •       |                         | 1      | 50           | -     | 00       |         |     |
| ĩ      | dor pairs   | 5-inch         | atran hin        | ges                                           |                         |        |              |       | 00       |         |     |
| î      | do          | 6              | do               |                                               |                         |        |              |       | 00 l     |         |     |
| î      | do :        | Ğ              | đo               |                                               |                         |        |              |       | 00       |         |     |
| 2      | do          | 8 '            | đo               |                                               |                         |        | 00           | 12    |          |         |     |
| ĩł     |             | 10             | do               |                                               |                         | 16     | 00           | 24    | 00       |         |     |
| 6      | gross scre  | ws: 4          | gross at 7       | 5 cts., 4 gross at \$1.00, 4                  | gross at                |        |              | ł     |          |         |     |
|        | 51.50 A     | nd 4 gi        | ross at \$2.     |                                               |                         |        |              | 21    |          |         |     |
| 2      | pair pat. ( | <b>D.C.</b> 54 | w handle         | 8                                             |                         |        | 00           |       | 00       |         |     |
| 6      | large bak   | e oven         | 8                | **** **********************************       |                         |        | 50           | 27    |          |         |     |
| 2      | doz. ox ca  | rds            |                  |                                               |                         |        | 00           | 6     |          |         |     |
|        | lbs. iron v | vire, N        | o. 10            | * ******** **************************         | ••• • • • • • • • • • • | 0      | 22           | 10    |          |         |     |
| 1      |             |                |                  | **** * * **** ***** ***** ** ***** *****      |                         |        | ~~~~         | 6     |          |         |     |
|        |             |                |                  | • ••••••••• ••••••••                          |                         |        | 00           |       |          |         |     |
| 9      | washtuba.   | ********       | *****            | ·····                                         |                         |        | 00<br>50     | 30    |          |         |     |
| 4      |             |                |                  | ······································        |                         |        | 50           | 42    |          |         |     |
| 4<br>4 |             |                |                  | · · · · · · · · · · · · · · · · · · ·         |                         |        | 00           | 16    |          |         |     |
| 4      | do          |                |                  | • ••••• •••••• •••• ••••••••••••••••••        |                         | _      | 50           | 10    |          |         |     |
|        |             |                |                  | · · · · · · · · · · · · · · · · ·             |                         |        | 00           | 32    |          |         |     |
|        |             |                |                  | ins)                                          |                         |        | 30           | 12    |          |         |     |
|        |             |                |                  | **** ****** ****** ********************       |                         | -      | 621          | 156   |          |         |     |
| ŏ      |             |                |                  | ******                                        |                         |        | 60           | 66    | 00       |         |     |
| 61     |             |                |                  |                                               |                         |        | 75           | 49    | 87 I     |         |     |
| 4      |             |                |                  |                                               |                         | 0      | 75           | 33    | 00 j     |         |     |
| 7      |             |                |                  |                                               |                         |        | 00           | 102   |          |         |     |
| 4      | lbs. ginge  | <b>r</b>       |                  |                                               |                         |        | 60           | 14    |          |         |     |
| 2      | doz. shoe   | brushe         | 8                |                                               |                         |        | 00           | 18    |          |         |     |
| 2      | gross Mas   | n's bl         | acking           | •                                             |                         |        | 00           | 36    |          |         |     |
| 0      | lock hobb   | <b>es</b>      |                  | *****                                         | *****                   |        | 00           | 400   |          |         |     |
|        |             |                |                  | ** ********* ****** ****** ************       |                         |        | 70           | 33    |          |         |     |
| 2      | doz. auger  | handl          | 68               | *******                                       |                         |        | 00           | 6     |          |         |     |
|        |             |                |                  | **** ********** ***********************       | *****                   |        | 00           | 12    |          |         |     |
| э :    | 10s. tes    | **** *****     |                  | ** *********                                  |                         | 0      | 70           | 665   | <u> </u> | \$5,183 | 59  |
|        |             |                |                  | brushes                                       |                         |        |              |       |          | 3       | 15  |
| der    | · charged ( | NB 44 ^        | OZ. DATLA        | Druspes,                                      |                         |        |              |       |          |         |     |

HELEMA, March, 1876.

(Signed) 48

Certified.

JAMES F. MoLEOD.

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#### (Copy.)

NORTH-WEST MOUNTED POLICE, FORT McLEOD: Bought of J. G. Baker & Co.

| 134       Ibs. coffee | Quantity and Description.                           | Rate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Amount.                                                                                                                                                                                                                                                                                                                                                                                                     | Total,                |
|-----------------------|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
|                       | 100lbs. salt111doz. heavy axes396lbs. assorted iron | $\begin{array}{c} 0 & 28 \\ 0 & 07 \\ 18 & 00 \\ 0 & 124 \\ 11 & 00 \\ 0 & 35 \\ \hline \\ \hline \\ 5 & 50 \\ \hline \\ \hline \\ 5 & 50 \\ \hline \\ \hline \\ \hline \\ 5 & 50 \\ \hline \\ \hline \\ \hline \\ 0 & 08 \\ 0 & 124 \\ 0 & 06 \\ 1 & 50 \\ \hline \\ 0 & 08 \\ 0 & 124 \\ 0 & 06 \\ 1 & 50 \\ \hline \\ \hline \\ 0 & 08 \\ 0 & 124 \\ \hline \\ 0 & 06 \\ 1 & 50 \\ \hline \\ 0 & 015 \\ 0 & 25 \\ 2 & 200 \\ 0 & 75 \\ 0 & 50 \\ 0 & 17 \\ 1 & 30 \\ 7 & 50 \\ 0 & 17 \\ 1 & 30 \\ 7 & 50 \\ 0 & 15 \\ 1 & 50 \\ 0 & 65 \\ 0 & 60 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0 \\ 1 & 0$ | $\begin{array}{c} 37 52 \\ 7 00 \\ 34 50 \\ 49 50 \\ 88 00 \\ 8 75 \\ 4 00 \\ 1 50 \\ 9 00 \\ 1 25 \\ 6 00 \\ 4 50 \\ 6 00 \\ 4 50 \\ 6 00 \\ 4 50 \\ 6 00 \\ 4 50 \\ 6 00 \\ 1 25 \\ 1 00 \\ 1 25 \\ 1 00 \\ 1 25 \\ 1 00 \\ 1 75 \\ 6 9 20 \\ 3 00 \\ 1 25 \\ 1 00 \\ 1 75 \\ 6 9 20 \\ 3 33 54 \\ 1 70 34 \\ 1 30 00 \\ 1 5 00 \\ 1 73 \\ 9 00 \\ 6 2 43 \\ 53 40 \\ 1 75 \\ 6 00 \\ 879 75 \end{array}$ | \$ cts.<br>\$5,328 13 |

HELENA, 14th March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

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(Copy.) NOETH-WEST MOUNTED POLICE, FORT McLEOD: Bought of J. G. Baker & Co.

|                | Quantity and Description.                                | Rate.   | Amount. | Total,      |
|----------------|----------------------------------------------------------|---------|---------|-------------|
|                |                                                          | \$ ets. | \$ cts. | <b>\$</b> c |
| 2              | doz. 14-inch files                                       | 15 00   | 30 00 1 |             |
| 1              | tailors' goose                                           | 18 00   | 9 00    |             |
| 3              | doz. sheep skins                                         | 100     | 3 00    |             |
| 1              | lbs. copper rivets<br>doz. 6-inch hand-saw files         | 100     | 3 50    |             |
| i              | do do do                                                 |         | 3 00    |             |
| 5              | doz. pipes                                               | 4 50    | 22 50   |             |
| 3              | doz. bed cords .                                         | 4 50    | 13 50   |             |
| ĭ              | doz. papers cut tacks                                    | ÷ 00    | 1 00    |             |
| 4              |                                                          | 2 00    | 8 33    |             |
| ĩ°             | doz. pairs butts                                         |         | 4 50    |             |
| ĩ              | gross $\frac{1}{2}$ -inch screws                         |         | 1 25    |             |
| ī              | gross 1-inch serews                                      |         | 1 00    |             |
| $12^{-12}$     | doz. lead pencils                                        | 0 75    | 9 00    |             |
| 2              | doz. pen holders                                         | 0 75    | 1 50    |             |
| 7              | hand lamps                                               | 075     | 5 25    |             |
| 5              | stand lamps                                              | 1 50    | 7 50    |             |
| 6              | doz. lamp wicks.                                         | 0 25    | 1 50    |             |
| Ğ              | bottles ink—pints                                        | 1 00    | 6 00    |             |
| 6              | bottles carmine                                          | 0 50    | 1 50    |             |
| -6             | locks                                                    | 0 50    | 3 00    |             |
| $2\frac{1}{2}$ | doz. sheets sand paper                                   | 0 50    | 1 25    |             |
| 8              | lbs. oakum.                                              | 0 25    | 2 00 1  |             |
| 8              | lbs. rosin                                               | 0 20    | 2 00    |             |
| 1              | tailors' inch measure                                    |         | 0 75    |             |
| 4              | lbs blue thread                                          | 2 50    | 10 00   |             |
| 2              | lbs. w. brown thread                                     | 2 50    | 5 00    |             |
| 2              | doz. tin cups                                            | 1 50    | 3 00    |             |
| 3              | cases axle grease                                        | 10 50   | 31 50   |             |
| 12             | large camp kettles                                       | 3 00    | 36 00   |             |
| 4              | doz. Hs. lamp chimneys                                   | 3 00    | 12 00   |             |
| 6              | doz. N. lamp chimneys                                    | 3 00    | 18 00   |             |
| 1              | cook stove, complete                                     |         | 60 00   |             |
| 5              | joints pipe                                              | 0 60    | 3 00    |             |
| 2              | kegs 8-d. nails                                          | 10 50   | 21 00   |             |
| -8             | quires foolscap                                          | 0 40    | 3 20    |             |
| 2              | doz. stove polish                                        | 1 50    | 3 00 1  |             |
| 4              | doz. L.H. shovels                                        | 21 00   | 10 50   |             |
| 1              | carb. ammonia                                            |         | 0 60    |             |
| 1              | bottle                                                   |         | 0 50    |             |
| ł              | mur. ammonia                                             | 0 50    | 0 25    |             |
| 1              | bottle                                                   |         | 0 25    |             |
| 2              | oz. oil cinnamon                                         | 0 30    | 0 60    |             |
| .20            | lbs. flax-seed meal                                      | 0 20    | 4 00    |             |
|                | Case                                                     |         | 0 25    |             |
| 1              | lb. glycerine                                            |         | 1 25    |             |
| 1              | lb. bitar. potass                                        |         | 1 00    |             |
| 2              | lbs. Rochelle salts                                      | 0 60    | 1 20    |             |
| 2              | lbs. pearl barley                                        | 0 25    | 0 50    |             |
|                | doz. set meat                                            | 7 50    | 2 50    |             |
| 40             | 32 oz. bottles brandy, 3 <sup>1</sup> / <sub>8</sub> doz | 35 00   | 116 66  |             |
| 2              | lbs. Baker's chocolate                                   | 0 50    | 1 00    |             |
| 2              | lbs. farina                                              | 030     | 0 60    |             |
| 1              | lb. gelatine                                             |         | 2 75    |             |
|                | lbs. tapioca                                             | 0 25    | 0 50    |             |
|                | yds. rubber tubing                                       | 0 40    | 4 00    |             |
|                | doz test tubes.                                          |         | 1 00    |             |
| 1              | 1869 U.S. Dispensary                                     |         | 6 00    |             |
| 077            | lbs. oats                                                | 0 06    | 135 00  |             |
| 36             | wiudow sesh                                              | 1 00    | 36 00   |             |
| 000            | lbs. potatoes                                            | 0 05    | 500 00  |             |
|                |                                                          |         |         | \$1,181 4   |

Shipment, 5th October, 1875. Certified.

(Signed)

JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE, FORT MCLEOD: Bought of J. G. Baker & Co.

| Quantity and Description. | ' Rate. | Amount.                                                                                                                                                | Total.  |
|---------------------------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| 2 lanterns                | 0 50    | $\begin{array}{c} 0 & 50 \\ 4 & 50 \\ 1 & 50 \\ 0 & 75 \\ 4 & 00 \\ 0 & 75 \\ 6 & 00 \\ 0 & 75 \\ 0 & 25 \\ 2 & 50 \\ 3 & 00 \\ 2 & 75 \\ \end{array}$ | \$ cts. |
| Total                     |         |                                                                                                                                                        | \$86 75 |

Helena 13th March, 1876.

(Signed)

JAMES McLEOD.

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker & Co.

|                   | Quantity and Description. | Rate.   | Amount. | Total. |
|-------------------|---------------------------|---------|---------|--------|
|                   |                           | \$ cts. | \$ cts. | \$ cts |
| 6 lbs.            | Taylor's arrowroot        | 075     | 4 50    |        |
| 3 do              | starch                    | 0 25    | 0 75    |        |
| 7 do              | spirits nitre             | 0 75    | 5 25 '  |        |
|                   | sul. ether.               |         | 4 37    |        |
|                   | sulph. quinine            | 3 25    | 26 00   |        |
| i lbs.            | vin. ipecac               |         | 4 00    |        |
| l lbs.            | carbolic acid, crystal    |         | 1 50    |        |
| OZ.               | chloral hydy              | 0 25    | 0 50    |        |
| yds.              | adhesive plaster.         | 1 25 1  | 6 25    |        |
| -2 Kais.          | brandy.                   | 7 00    | 31 50   |        |
|                   |                           | 4 00    | 8 00    |        |
| l lb.             |                           |         | 2 50    |        |
| Z GOZ.            | needles                   | ·····   | 1 00    |        |
| 4                 | NO. 1 Syringes,           | 9001    | 4 50    |        |
| $\frac{1}{2}$ lb. | P. U. Cabsicum            | 1 00 1  | 0 50    |        |
| 2 40              | tlact. hyacyamus          | 1 00    | 6 00    |        |
|                   | syrup squills             | 1 00    | 5 00    |        |
| _ ~~              | tinct. capsicum           | 1 00    | 2 00    |        |
|                   | Opu                       | 2 50    | 15 00   |        |
|                   | do comp                   | 120     | 10 00   |        |
| 8 do              | puly. ipecac.             |         | 1 75    |        |

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## N.-W. MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker & Co.

| Quantity and Description.               | Rate.          | Amount.                                                       | Total.  |
|-----------------------------------------|----------------|---------------------------------------------------------------|---------|
|                                         |                |                                                               |         |
|                                         | \$ cts.        | \$ cts                                                        | \$ cts. |
| 1 lb. oxide zinc                        |                | 0 75                                                          |         |
| 1 do bitar. potass                      |                | 1 00                                                          |         |
| 1 do Dover's powders                    |                | 2 50                                                          |         |
| 1 gal. oil turpentine                   |                | 2 00                                                          |         |
| b. empl. canthar                        |                | 1 00                                                          |         |
| do Pulv. Rhei                           |                | $   \begin{array}{c}     1 & 00 \\     1 & 00   \end{array} $ |         |
| $\frac{1}{2}$ do do arnica              |                | 3 00                                                          |         |
| $6 \text{ do } 10^{\circ} \text{ iron}$ |                | 4 80                                                          |         |
| 5 do ground ginger                      |                | 2 50                                                          |         |
| 8 oz. tinct. myrrh                      |                | 1 00                                                          |         |
| 6 do lunar caustic                      | 1 50           | 9 00                                                          |         |
| 1 doz. buchu                            |                | 15 00                                                         |         |
| 6 lbs. Castile soap                     | 0 40           | 2 40                                                          |         |
| 5 do castor oil                         |                | 2 00                                                          |         |
| 5 do Epsom salts                        | 0 15           | 0 75                                                          |         |
| 3 do glycerine                          | 1 25           | 3 75                                                          |         |
| 1 do tinet. nux vomica                  |                | 2 00                                                          |         |
| do plumbi acet                          | 1 00           | 0 50                                                          |         |
| 2 gal. sweet oil                        | 2 50           | $\begin{array}{c cccccc} 1 & 25 \\ 1 & 50 \end{array}$        |         |
| 4 do fluid ext. myrrh comp.             | 2 50           | 10 00                                                         |         |
| 2 do syrup sarass                       | 0 75           | 1 50                                                          |         |
| 2 do vin. colchici                      | 1 00           | $\frac{1}{2}$ 00                                              |         |
| do gum camphor.                         | 1 00           | 0 50                                                          |         |
| 2 <sup>°</sup> doz lemon sugar          | 5 00           | 10 00                                                         |         |
| 10 do starch, corn                      | 0 25           | 2 50                                                          |         |
| 1 bed pan.                              |                | 2 50                                                          |         |
| 8 cans, keg and demijohn                |                | 9 50                                                          |         |
| 5 lbs. prunes vig                       | 1 00           | 5 00                                                          |         |
| 8 do bacon, rations                     | 0 17           | 1 36                                                          |         |
|                                         |                | 0 17                                                          |         |
| 2 do green tea, do                      | 1 20           | 0 60<br>1 20                                                  |         |
|                                         | 0 15           | 11 20                                                         |         |
| 28 do Castile soap, rations             | 040            | 1 70                                                          |         |
| 10 do hd. bread, do                     | 0 15           | 1 50                                                          |         |
| do imperial tea, do                     | 1 20           | 0 60                                                          |         |
| 1 can syrup, do                         |                | 1 00                                                          |         |
| 2 lbs. sugar, do                        | 0 17           | 0 34                                                          |         |
| 5,000 do potatoes.                      | 0 05           | 250 00                                                        |         |
| 4 cases Cal. mixed pickles.             | 8 65           | 34 60                                                         |         |
| 1 do Q. O. tomato catsup.               |                | 5 75                                                          |         |
| 1 do L. & P. Wor. sauce                 |                | 23 00                                                         |         |
| 2 do 21 quinces                         | 13 78          | 27 56                                                         |         |
|                                         | 13 78<br>13 78 | 68 90<br>68 90                                                |         |
| b do pears                              | 13 78          | 41 34                                                         |         |
| 2 do strawberries                       | 13 78          | 27 56                                                         |         |
| 1 do raspberries                        | 13 10          | 12 67                                                         |         |
| 2 do currants                           | 13 78          | 27 56                                                         |         |
| 2 do apricots                           | 13 78          | 27 56                                                         |         |
| 1 do grapes                             |                | 13 20                                                         |         |
| 2 do currant jelly                      | 13 01          | 26 02                                                         |         |
| 2 do quinces                            | 13 01          | 26 02                                                         |         |
| 3 do sugar peas                         | 11 24          | 33 72                                                         |         |
| 5 do sweet potatoes                     | 10.40          | <b>\$2</b> 00                                                 |         |
| 3 do tomatoes                           | 9,90           | 29 70<br>12 90                                                |         |
|                                         |                | 13 07                                                         |         |
|                                         |                | 7 30                                                          |         |
| 1 do French do                          | 6 63           | 19 89                                                         |         |
| 3 do lemon do                           | 6 63           | 19 89                                                         |         |
| <b>5</b> 2                              |                | •                                                             |         |

52

N.W. MOUNTED POLICE, CYPRESS MOUNTAINS : Bought of J. G. Baker & Co.

| Quantity and Description.                        | Rate.  | Amount. | Total. |
|--------------------------------------------------|--------|---------|--------|
|                                                  |        | \$ cts. | \$ cts |
| cases 1-in. brass rings                          | 4 00   | 16 00 j |        |
| do <u>f</u> in. do                               | 3 50   | 14 00   |        |
| do I in. do                                      | 3 00   | 12 00   |        |
| do halter-squares                                | 4 00   | 16 00   |        |
| do 11-in. brass buckles                          | 3 00   | 12 00   |        |
| do 1 do do                                       | 2 00   | 8 00 1  |        |
| do do do                                         | 1 75   | 7 00    |        |
| do 4 do do                                       | 1 25   | 5 00    |        |
| do 🛔 do do                                       | 1 00   | 2 00    |        |
| do 1 <sup>1</sup> / <sub>8</sub> do brass roller | 2 50   | 5 00    |        |
| do 1 do do                                       | 2 00   | 4 00 j  |        |
| do <del>7</del> do do                            | 1 50   | 3 00    |        |
| brass ornaments                                  | 1 00 1 | 4 00    |        |
| No. 7 boiler                                     |        | 6 50    |        |
| dripping pans                                    | 1 50   | 4 50    |        |
| 2-gal. dipper                                    |        | 1 25 1  |        |
| tailor's goose                                   |        | 7 00    |        |

Shipment, November 8th, 1875.

Certified.

(Signed)

JAMES F. McLEOD.

The canned fruit, included in this account, does not come under Baker's tender; they are California fruit, and were supplied under a special arrangement between Walsh and Baker, and are issued on repayment.—J. F. M.

(Copy.)

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker & Co

| Quantity and Description. |       | Rate. |     | Rate. Amount. |    | Total. |  |
|---------------------------|-------|-------|-----|---------------|----|--------|--|
|                           | \$    | ets.  | \$  | cts.          | \$ | cta    |  |
| doz. brushes              | 27    | 00    | 91  | 50            |    |        |  |
|                           |       | 50    |     | 25            |    |        |  |
|                           |       | 00 1  |     | 00            |    |        |  |
|                           |       | 50    |     | 00            |    |        |  |
|                           |       | 80    | ŏ   |               |    |        |  |
|                           |       |       | 10  | 00            |    |        |  |
|                           |       |       |     | 00            |    |        |  |
|                           |       | 00    |     | 00            |    |        |  |
|                           |       | NO L  |     | 25            |    |        |  |
|                           |       | ~     |     | 00            |    |        |  |
| bs. crackers, rations     | ····· | 18    | ň   | 45            |    |        |  |
| boxes sardines, do        | ő     | 50    | ň   | 50            |    |        |  |
| box powder, 139 dog       | ă     | 00    | 123 |               |    |        |  |
| Backs lime, 853 lbs       | . ő   | 04    |     | 12 1          |    |        |  |
| keg 10-inch nails.        | . V   | ~     | 10  |               |    |        |  |
| lbs. soap, 10 boxes       |       | 11    | 66  |               |    |        |  |

53

## N.-W. MOUNTED POLICE, CYPRESS MOUNTAINS : Bought of J. G. Baker & Co.

|                                                                                                                                                                                                                    | Quantity and Description.            | Rate.                                                                | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Total.     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| $\begin{array}{c} 12 \\ 14 \\ 1 \\ 10 \\ 5 \\ 2 \\ 8 \\ 2 \\ 15 \\ 10 \\ 1 \\ 1 \\ 9 \\ 1 \\ 4 \\ 2 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 2 \\ 5 \\ 7 \\ 2 \\ 1 \\ 1 \\ 1 \\ 1 \\ 2 \\ 1 \\ 1 \\ 1 \\ 2 \\ 1 \\ 1$ | lbs. ginger                          | 0 30<br>0 25<br>0 25<br>1 00<br><br>1 00<br>0 40<br>0 50<br><br>0 15 | $\begin{array}{c} \$ & cts. \\ 7 & 20 \\ 735 & 00 \\ 735 & 00 \\ 13 & 00 \\ 1 & 25 \\ 1 & 00 \\ 2 & 50 \\ 4 & 00 \\ 0 & 25 \\ 0 & 50 \\ 0 & 90 \\ 0 & 30 \\ 2 & 50 \\ 0 & 90 \\ 0 & 30 \\ 2 & 50 \\ 0 & 75 \\ 2 & 25 \\ 4 & 00 \\ 1 & 00 \\ 2 & 00 \\ 1 & 00 \\ 2 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 \\ 1 & 00 $ | \$ cts.    |
| 1<br>19<br>2<br>2<br>8<br>3<br>1                                                                                                                                                                                   | RATIONS, September, 1875.<br>fry pan | ······                                                               | 1 50<br>2 00<br>0 70<br>0 50<br>0 40<br>1 60<br>0 75<br>6 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | \$7 95     |
|                                                                                                                                                                                                                    | Total                                |                                                                      | ******                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | \$1,294 72 |

Shipment, 8th November, 1875.

Certified.

(Signed)

HELENA, 13th March, 1876.

JAMES F. McLEOD, Commissioner.

NORTH-WEST MOUNTED POLICE, FORT WALSH: Bought of J. G. Baker & Co.

|                                                                                                                                                               | \$    | cts.  | \$   | cts.  | \$    | cts |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-------|------|-------|-------|-----|
| 4 doz. nose-bags<br>1 iron draw-gauge<br>0 lbs. copper rivets<br>1 doz. bridle bits<br>1 -oz. graduate<br>2 0 W. mortar<br>1 pill file, 9-inch<br>5 yds. lint | 1     | 5 00  | 60   | 00    |       |     |
| 1 iron draw-gauge                                                                                                                                             |       |       | 4    | 50    |       |     |
| 0 lbs. copper rivets                                                                                                                                          |       | 1 25  | ] 12 | 50    |       |     |
| 1 doz. bridle bits                                                                                                                                            |       | ••••• | . 9  | 00    |       |     |
| 1 1-oz. graduate                                                                                                                                              |       | ••••• | 1    | 00    |       |     |
| 1 20 W. W. mortar                                                                                                                                             |       |       | 1    | 50    |       |     |
| 1 pill file, 9-inch                                                                                                                                           |       |       | 2    | 00    |       |     |
| 5 yds. lint                                                                                                                                                   | j (   | ) 50  | 1 2  | 50 j  |       |     |
|                                                                                                                                                               |       |       |      |       | 93    | 00  |
| 1 splitting gauge                                                                                                                                             | ••••• | ••••• |      | ••••• | 7     | 50  |
|                                                                                                                                                               |       |       |      | ľ     | \$100 | 50  |

Certified.

(Signed)

HELENA, 13th March, 1876.

## (Copy.)

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker & Co.

|                                                                                                               | \$  | cts.       | \$   | cts. | \$    | cts. |
|---------------------------------------------------------------------------------------------------------------|-----|------------|------|------|-------|------|
| 10 heating stoves                                                                                             | 17  | <b>5</b> 0 | 175  | 00   |       |      |
| 60 joints of pipes                                                                                            | 1 0 | 60         | i 36 | CO   | ł     |      |
| l hay knife                                                                                                   |     |            | 2    | 50   |       |      |
| 1 piece zinc. $36 \times 40$                                                                                  |     |            | 3    | 00   |       |      |
| 8 cans refined oil, 2 gallons.                                                                                | 1   | 25         | 2    | 50   |       |      |
| 60 joints of pipes<br>1 hay knife<br>1 piece zinc, 36 × 40<br>8 cans refned oil, 2 gallons<br>41 lbs. leather | Ō   | 55         | 22   | 55   |       |      |
| 50 do fair leather                                                                                            | i o | 60         | 30   | 00   |       |      |
| _                                                                                                             |     |            |      |      | \$271 | 55   |

Shipment, 24th September, 1875.

Certified.

(Signed)

JAMES F. McLEOD.

JAMES F. McLEOD

## NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker & Co.

|           |                                                                         | 1   |       |       | i    |              |      |
|-----------|-------------------------------------------------------------------------|-----|-------|-------|------|--------------|------|
|           |                                                                         | \$  | cts.  | \$    | cts. | \$           | cts. |
| 2         | Hbs. logwood                                                            | 0   | 50    | 1     | 00   |              |      |
| ÷         | lb. copperas                                                            | Ō   | 50    | ō     | 25   |              |      |
| 2         | doz. stove polish                                                       | íi  | 50    | 3     | 00   | 1            |      |
| 2         | stove brushes                                                           | ō   | 75    | -     | 50   |              |      |
| 2         | heating stoves.                                                         |     | 50    | 35    | 00   |              |      |
| 8         | stand lamps                                                             |     | 50    | •••   | 00   |              |      |
| 3         | doz. lamp wicks                                                         |     | 25    |       | 75   |              |      |
| 83        |                                                                         |     | 15    |       | 31   |              |      |
| 1         | doz lamp chimneys                                                       |     | 10    | -     | 00   |              |      |
| 4         | whit-saw files                                                          |     | 75    |       | co   |              |      |
| $\hat{2}$ | cosl oil cans.                                                          | -   | 50    |       | 00   |              |      |
| ĩ         | gal. linseed oil,                                                       |     | 50    | -     | 00   |              |      |
| î         | do turpentine.                                                          |     | ••••• | -     | 50   |              |      |
| 10        | door locks                                                              |     | 50    | -     | 00   |              |      |
| 1         | keg white lead                                                          | 1   | 90    |       | 00   |              |      |
| 2         |                                                                         |     |       | -     |      |              |      |
| 2<br>3    | doz clothes pins                                                        |     | 25    |       | 50   |              |      |
| 6         | do lead pencils                                                         | -   | 75    | 2     |      |              |      |
| 1         | rat-tail files                                                          | 0   | 50    |       | 00   |              |      |
| -         | doz. 3-cord                                                             |     |       | -     | 00   |              |      |
| 2         | paint brushes                                                           |     | 50    | -     | 00   |              |      |
| 4         | pairs finishing braces                                                  |     | 25    |       | 00   |              |      |
| 1         | turque iron                                                             |     |       | 2     | 00   |              |      |
| 1         | doz. mucilage                                                           |     |       | 4     |      |              |      |
| 1         | piece zinc, $72 \times 40$                                              |     |       | 3     | 00   |              |      |
| 2         | Ibs. Oolong tea, rations                                                | 0   | 70    | 1     | 40   |              |      |
| _4ª       |                                                                         | 0   | 17    | 0     | 81   |              |      |
| 54        | do hard bread, do                                                       | 0   | 15    | 8     | 10   |              |      |
| 1         | do salt, do                                                             |     |       | 0     | 07   |              |      |
| 51        | do beef, do                                                             | 0   | 10    | 5     | 10   |              |      |
| 2         | Bieves                                                                  | 1   | 00    | 2     | 00   |              |      |
| 1         | package tacks                                                           |     |       | Ī     | 00   |              |      |
| 3         | pieces rope halyards                                                    |     | 50    | l ī   | 50   |              |      |
| 71        | do do                                                                   | -   | 25    | 1     |      |              |      |
| 1         | doz. cans oil                                                           |     | 75    | 9     |      |              |      |
| 1         | do packages tacks                                                       | , v |       | ĩ     |      | 1            |      |
| 4         | lbs. borax                                                              | 0   | 75    |       | 00   |              |      |
| 6         | shoeing rasps                                                           |     | 50    | 9     |      |              |      |
| 6         | rip-saw files                                                           |     | 75    | 4     |      |              |      |
| ĩ         | piece sieve wire                                                        |     |       |       |      |              |      |
| 3         | farriers' shoeing knives                                                | т   | 50    | 4     |      |              |      |
| ĭ         | water cask                                                              | 1   |       | -     | 00   |              |      |
| 2         | stove drums                                                             |     |       | -     |      |              |      |
| ĩ         | set blacksmiths' tools                                                  | 0   | 00    |       | 00   |              |      |
| Ŧ         | SCO DIRGEDITIONS COURSES CONSISTENCE ST CORRECT CONSISTENCE CONSISTENCE |     | ••••• | 90    | 00   | \$27         | R 91 |
|           |                                                                         |     |       |       |      | ₽ <b>2</b> 1 |      |
|           |                                                                         | 1   |       | (<br> |      |              |      |

Shipment, 8th November, 1875.

Certifiéd.

(Signed)

JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE, FORT EDMONTON: Bought of J. G. Baker & Co.

|       |                                              | 1   | 1    |               | 1                                                 |           |      |
|-------|----------------------------------------------|-----|------|---------------|---------------------------------------------------|-----------|------|
|       |                                              | \$  | cts. | \$            | cts.                                              | \$        | cts. |
| 215   | lbs. coffee                                  | 6   | 28   | 60            | 20                                                |           |      |
| 900   | do sugar                                     | Ō   | 17   |               | 3 <u>00</u>                                       |           |      |
| 20    | do pepper                                    |     | 45   |               | 00                                                |           |      |
| 900   |                                              |     | 07   | -             | 00                                                |           |      |
| 498   |                                              | ŏ   | 131  |               | 23                                                |           |      |
| 2     | No. 90 cook stoves                           |     | 00   |               | 00                                                |           |      |
| 2     | large heating stoves                         |     | 00 : |               | 00                                                |           |      |
| 24    | jeints pipe                                  | Ő   | 50   |               | 00                                                |           |      |
| - 4   | elbows                                       |     | 60   |               | 40                                                |           |      |
| ī     | box dried apples, 187 lbs                    |     | 18   | -             | 66                                                |           |      |
| 2     | lanterns                                     | 2   | 50   |               | 5 00                                              |           |      |
| 2     | cases coal oil, 10 galls                     |     | 90 1 | -             | 00                                                |           |      |
| ĩ     | box candles, 40 lbs                          | iă  | 30   |               | 00                                                |           |      |
| 2     | stove-drums, Russian                         | e e | 00   |               | 00                                                |           |      |
|       | lbs. bacon                                   |     | 17   |               | 5 65                                              |           |      |
| 0,110 | 138-lb. chests Young Hyson Tea               |     | 90   |               | 20                                                |           |      |
| 56    | the Japan                                    |     | 80 1 |               | 80                                                |           |      |
| 400   | lbs. Japan                                   |     |      |               |                                                   |           |      |
|       |                                              |     | 091  |               | 3 00                                              |           |      |
| 448   | do rice                                      |     | 14   |               | 96                                                |           |      |
| 6     | boxes soap, 360 lbs                          |     | 11   |               | 60                                                |           |      |
| 6     | lamps                                        | 1   | 00   |               | 5 00                                              |           |      |
| 1     | gross wicks                                  |     |      |               | 50                                                |           |      |
| 6     | doz. chimneys                                | 3   | 00   | 18            | 8 00                                              |           |      |
|       |                                              |     |      |               |                                                   | \$1,542   | 2 20 |
| _     | Amount of account<br>Less, overcharge on tea |     |      | <b>\$</b> 1,5 | $\begin{array}{ccc} 42 & 2 \\ 33 & 2 \end{array}$ |           |      |
|       | Amount allowed to Baker & Co                 |     |      | \$1,5         | 09 0                                              | <br>0<br> |      |

Shipment, 24th September, 1875.

(Signed)

JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE, ELK RIVER: Bought of J. G. Baker & Co.

|     |                                  | \$  | cts.              | \$  | cts. |     | \$  | cta |
|-----|----------------------------------|-----|-------------------|-----|------|-----|-----|-----|
| 108 | lbs. coffee                      |     | 28                |     | 24   |     |     |     |
| 500 | do sugar, 5 sacks                |     | ) 17              |     | 00   |     |     |     |
| 10  | do black pepper                  |     | ) 45              | -   | 50   |     |     |     |
| 560 |                                  |     | 07                |     | 00   |     |     |     |
| 302 | do hard bread                    | 0   | ) 13 <del>]</del> | 40  |      | 1   |     |     |
| 1   | cook stove, No. 90               |     |                   |     | 00   |     |     |     |
| 1   | heating stove                    |     |                   |     | 00   |     |     |     |
| 12  | joints pipe                      | 0   | 50                | 6   | 00 j |     |     |     |
| 2   | elbows.                          | 0   | 60                | 1   | 20   |     |     |     |
| 100 | lbs. dried apples                | 0   | 18                | 18  | 00   |     |     |     |
| 1   | cask coal oil, 10 galls          | 0   | 90                | 9   | 00   |     |     |     |
| 1   | box candles, 39 lbs              |     | 30                | 11  | 70   |     |     |     |
| 1   | stove-drum, Russian              |     |                   | 6   | 00   |     |     |     |
| 6   | pair strap hinges                | 1 1 | 25                | 7   | 50   | 1   |     |     |
|     | lbs. bacon                       |     | 17                | 292 | 91   |     |     |     |
| 2   | chests Young Hyson Tea, 112 lbs. | 1 0 | 70                | 100 | 80   | 1   |     |     |
|     | lbs. Japan                       |     | 70                | 44  | 00   | l I |     |     |
| 200 | do beans                         |     | 097               | 19  | 00   | 1   |     |     |
| 218 | do rice                          | 0   | 14                | 31  | 61 j |     |     |     |
| 15  | gals. syrup.                     | 1   | 30                | 19  | 50   |     |     |     |
| 3   | boxes soap, 180 lbs              |     | 11                | 19  | 80   |     |     |     |
| 3   | lamps                            | l i | 00                | 3   | 00   |     |     |     |
| Ĵ   | gross wicks                      | 2   | 50                | 1   | 25   |     |     |     |
| 1   | lantern                          |     |                   | 2   | 00   |     |     |     |
| 6   | doz. chimneys                    |     | 00                | 18  | 00   | (   |     |     |
| 4   | sash, 10×12.                     |     | 00                | 4   | 00   |     |     |     |
| î   | box glass, $10 \times 12$        | -   |                   | 7   | 50   |     |     |     |
| ī   | gross screws, 1-inch             |     |                   | i   | 50   |     |     |     |
| Ē   | doz. door locks                  |     | 50                | 9   | 00   |     |     |     |
|     |                                  | }   |                   |     |      | \$  | 918 | 78  |

| Amount of account            | \$918 78 |
|------------------------------|----------|
| Less, overcharge on tea      | 27 90    |
| Amount allowed to Baker & Co | \$890 88 |

Shipment, 24th September, 1875.

(Signed)

JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE, BOW RIVER : Bought of J. G. Baker & Co.

|             | Quantity and Description.                        | Rate.   | Amount. | Total.   |
|-------------|--------------------------------------------------|---------|---------|----------|
|             |                                                  | \$ cts. | \$ cts. |          |
| 4           | kegs 10-d. nails                                 | 9 50    | 38 00   | ψ υ      |
| 2           | do 12-d. do                                      | 9 50    | 19 00   |          |
| 2           | do 8-d. do                                       | 10 00   | 20 00   |          |
| ī           | bellows, blacksmith's                            | 10 00   | 42 50   |          |
| ī           | gross 1 <sup>1</sup> / <sub>2</sub> -inch screws | 1 50    | 4 50 1  |          |
| $\tilde{2}$ | do 1 do                                          | 1 25    | 2 50    |          |
| ī           | do 24 do                                         | 1 20    | 1 75    |          |
| 1           | doz. hay forks                                   |         | 15 00   |          |
| 4           | picks and handles                                | 2 50    | 10 00   |          |
| 1           | doz long-handled shovels                         |         | 21 00   |          |
| 3           | heating stoves                                   | 30 00   | 90 00   |          |
| 1           | doz. lamps                                       |         | 12 00   |          |
| 2           | stand do                                         | 2 25    | 4 50    |          |
| 6           | doz. chimneys                                    | 3 00 1  | 18 00   |          |
| 18          | joints stove pipe                                | 0 60    | 10 80   |          |
| 3           | stove drums                                      | 6 00    | 18 00   |          |
| 1           | Armitage hind, 133 lbs                           | 0 20    | 26 60   |          |
| 1           | sugar irons                                      |         | 1 50    |          |
| 1           | s.b. vice, 61 lbs                                | 0 20    | 12 20   |          |
| 1           | set G. locks and die                             |         | 12 00   |          |
| 1           | do 37 do                                         |         | 7 50    |          |
| 1           | sft. p. sledge, 101 lbs                          | 0 20    | 2 05    |          |
| 1           | No. 4 hand-hammer                                |         | 2 00    |          |
| 1           | $1\frac{3}{4}$ lbs hardie 48 lb                  | 0 60    | 1 05 1  |          |
| 4           | 14-inch flat bevelled files                      | 1 25    | 5 00    |          |
| 6           | 12-inch half round do                            |         | 6 00    |          |
| 2           | do flat do                                       | 1 00    | 2 00    |          |
| 6           | 6-inch do do                                     |         | 3 00    |          |
| 2           | farrier's pincers                                | 2 00    | 4 00    |          |
| 1           | pair nippers                                     |         | 1 50    |          |
| 2           | do iron pincers                                  | 1 50    | 3 00    |          |
| 4           | boxes glass 10 x 12                              | 7 50    | 30 00   |          |
| 28<br>1     | lbs putty                                        | 0 15    | 4 20    |          |
| 1           | doz. door locks                                  |         | 12 00   |          |
| 6           | gross wicks<br>window sash                       |         | 3 00    |          |
| Ŷ           | window sasn                                      | 1 00    | 6 00 1  | \$472 15 |
|             |                                                  |         |         | φτ14 I0  |
|             |                                                  |         | ·       |          |
| 2           | Shipment, 24th September, 1879.                  |         |         |          |

HELENA, 13th March, 1876.

(Copy.)

Hay Delivered at Fort Walsh.

---- \$3,375 00

Certified.

(Signed) JAMES F. McLEOD.

ENA, 13th March, 1876.

The contract for the supply of this hay was made by Inspector Walsh; \$22.50 was the sum he agreed to pay. The reason this hay cost so much was that a road had to be made across Cypress Hills. This year the price will be much less.

(Signed) JAMES F. McLEOD.

|            | FJ - 7   |                        | MERCHANDISE ACCOUNT.                                                  |         |                  |         |          |
|------------|----------|------------------------|-----------------------------------------------------------------------|---------|------------------|---------|----------|
|            |          | _                      |                                                                       | cts.    | \$ cts.          | \$ C    | ets.     |
| Oct.       |          | To 9                   |                                                                       | 0 25    | 2 25             |         |          |
| do<br>do   | 8        |                        | cow skins                                                             | •••••   | 7 50 1<br>0 50 1 |         |          |
|            | 8<br>10  | 161                    | bottle castor on                                                      |         | 2 33             |         |          |
|            | 15       | 102                    | lbs, tallow.<br>bottles carmine ink<br>do castor oil                  |         | 2 00             |         |          |
|            | 18.      | 2                      | do castor oil                                                         |         | 1 00             |         |          |
|            | 18       |                        | ny hinana i                                                           |         | 1 50             |         |          |
| do         | 18       | 1/2                    | doz. axes                                                             |         | 15 00 j          |         |          |
| do         |          | 1                      | cross-cut saw                                                         |         | 8 00             |         |          |
|            | 18.      | 1                      | doz. axes.<br>cross-cut saw<br>can axle grease<br>chests tea, 100 lbs | ······  | 1 50             |         |          |
| do         | 20       | 2                      | doz. yeast powder                                                     |         | 70 00<br>91 16   |         |          |
| do         |          | 15 <sup>22</sup>       | do do                                                                 |         | 46 34            |         |          |
| do         |          | 10                     | abolt line                                                            | 1       | 0 50             |         |          |
| do         |          | 14                     | oz. mercurial ointment.                                               |         | 7 00             |         |          |
| do         |          | 1                      | bottle castor oil                                                     |         | 0 50             |         |          |
| Nov.       |          | 35                     | window sashes                                                         |         | 35 00            |         |          |
| do         | 6        | 1                      | chest tea, 72 lbs<br>yds ticking<br>Smith & Wesson cartridges         |         | 50 40            |         |          |
| do         | 6        | 322                    | yds ticking                                                           |         | 80 50            |         |          |
| do         | 6        | 500                    | Smith & Wesson cartridges                                             | ·····i  | 20 00<br>77 00   |         |          |
| do<br>do   | 6 <br>6  | 308<br>1               | yds ticking                                                           |         | 0 50 1           |         |          |
|            | 10       | 24                     | SCREWS.                                                               |         | 0 50             |         |          |
|            |          | 1                      | padlock                                                               |         | 1 00             |         |          |
| do         |          | ĩ                      | do                                                                    |         | 1 00             |         |          |
| do         | 16       | 10                     | lbs. lard                                                             |         | 3 00             |         |          |
| do         |          | 26                     | yds. awning stripe                                                    |         | 10 40            |         |          |
|            | 16       |                        | skein thread.                                                         |         | 1 50             |         |          |
| do<br>do   | 16<br>16 | 22 <del>2</del><br>500 | bran tooka                                                            | •• •••• | 9 00<br>1 75     |         |          |
| do         |          | 2                      | lanterns.                                                             |         | 3 00             |         |          |
| do         |          | 250                    | brass tacks.                                                          |         | 0 87 1           |         |          |
| do         | 22       | 981                    | vards awning stripe                                                   |         | 49 40            |         |          |
| do         |          | 7                      | spools thread                                                         |         | 1 75             |         |          |
| Dec.       |          | 150                    | lbs. oatmeal                                                          | ••••••  | 22 50            |         |          |
| do         | 7        |                        | Mdse., half-breed messenger at Cypress                                | ••••••  | 10 45<br>1 90    |         |          |
| do<br>do   |          | 1                      | doz. memorandum books                                                 |         | 6 00 1           |         |          |
| do         |          | 10                     | the nails                                                             |         | 2 50             |         |          |
| do         |          | 2                      | padlocks                                                              |         | 1 50             |         |          |
| do         | 24       | 2                      | 2 coal stoves, 1 @ \$35, 1 @ \$30                                     |         | 65 00            |         |          |
| do         |          | 6                      | 1010 LS DIDE.                                                         |         | 3 60             |         |          |
| do         |          | 7                      | do                                                                    |         | 4 20             |         |          |
| do         |          | 9                      | do                                                                    | į       | 5 40             |         |          |
| do<br>do   | 29       | 1                      | do                                                                    |         | 0 60 5 00        |         |          |
| Nov.       |          | 4                      | Paid bill at Kuyer's                                                  |         | 4 50             |         |          |
| do         |          |                        | do John's                                                             |         | 3 00             |         |          |
| đŏ         |          |                        | do John's                                                             |         | 3 00             |         |          |
| Jan.       | 3        | 2                      | guires legal cap                                                      |         | 0 80             |         |          |
| do         | 3        | 400                    | pairs moccasins                                                       |         | 400 00           |         |          |
| do         | 3        | 665                    | Ibs. bacon                                                            |         | 113 05           |         |          |
| do         | 3        | 5                      | sacks sugar, 500 lbs<br>lbs. navy tobacco<br>do oats                  |         | 85 00            |         |          |
| Sept<br>do |          | 119                    | 105. Havy 1008CC0                                                     |         | 114 24<br>258 37 |         |          |
| do         |          | 3,975<br>50            | do tobacco                                                            |         | 48 00            |         |          |
|            | 23.      | 50                     | do do                                                                 |         | 48 00            |         |          |
| Oct.       | 4        | 404                    | do chewing tobacco                                                    |         | 387 84           |         |          |
|            |          |                        |                                                                       |         |                  | \$2,197 | 20       |
| do         | 4        | 92                     | do tea                                                                |         | ••••••           | 64      | 40       |
|            |          |                        |                                                                       | · · ·   |                  | \$2,261 | 60       |
|            |          |                        |                                                                       |         | 1                |         | <u> </u> |

(Copy.) NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Certified correct.

(Signed) H. W. ROWAN.

HELENA, 13th March, 1876.

Certified. (Signed) 60

JAMES F. McLEOD.

#### NORTH-WEST MOUNTED POLICE, Dr.: To Frederick Wachter. PROVISIONS AT FORT KIPP.

| Quantity and Description.                                                                                                                    | Rate.                   | Amount.                                            | Total.              |
|----------------------------------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------------------------------|---------------------|
| 21 gals. coal oil<br>150 lbs. dried meat<br>150 do do fat meat, at 10c. per lb<br>300 do flour, at \$25 per barl<br>150 hay, at \$25 per ton | \$ cts.<br>3 00<br>5 00 | \$ cts.<br>7 50<br>7 50<br>15 00<br>75 00<br>12 50 | \$ cts.<br>\$117 50 |

Received payment, by order, J. G. Baker & Co.

#### (Signed) G. F. WACHTER.

The above supplies were used by a detachment stationed at Fort Kipp in the winter of 1874-75, under the command of Inspector Brisebois. Wachter, at the time, was a prisoner in the custody of the North-West Mounted Police at Fort Mc-Leod. The scarcity and high price of provisions in that country that winter is the cause of the unusually high prices as above paid. The price of flour at the time was from \$40 to \$45 per hundred weight.

#### (Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co., Dr.

|                                                            | Quantity and Description.                                        |                                                      |                      | Amou             | ınt.                                                         | Tota              | al.  |
|------------------------------------------------------------|------------------------------------------------------------------|------------------------------------------------------|----------------------|------------------|--------------------------------------------------------------|-------------------|------|
| To paid gold dra<br>do<br>do<br>do<br>do<br>do<br>do<br>do | aft, Major Walsh (v<br>do<br>do<br>do<br>do<br>do<br>Col. McLeod | roucher la<br>do<br>do<br>do<br>do<br>do<br>do<br>do | certified by J. F. M | 8<br>5<br>4<br>3 | ctg.<br>1 40<br>2 50<br>3 90<br>0 10<br>0 00<br>0 00<br>7 50 | \$<br>\$<br>\$415 | cts. |

The above vouchers were lost sending mail between Fort McLeod and Benton; and we guarantee to furnish duplicate vouchers.

> (Signed) J. G. BAKER, & Co.

I have no doubt about the correctness of the whole of this account and recommend its payment.

(Signed) 61 JAMES F. McLEOD.

#### NORTH-WEST MOUNTED POLICE: TO J. G. Baker, MERCHANDISE ACCOUNT, BOW RIVER.

| Quantity and Description.       | Rate. | Amount.                                      | Total.             |
|---------------------------------|-------|----------------------------------------------|--------------------|
| 6 axe-handles<br>5 lbs. tobacco | 0 75  | 1 20<br>0 80<br>1 00<br>4 00<br>0 25<br>5 00 | \$ cts.<br>\$97 17 |

HELENA 13th March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

FORT McLEOD, 10th February, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. To 5,765 lbs. oats, on shipment, 25th September, at 6½ cents..... \$374 72

Certified correct.

(Signed) HENRY ROWAN.

Certified,

(Signed) JAMES F. McLEOD.

42 Victoria. \_\_\_\_\_

(Copy.)

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| (Copy.)                   | North-West Mounte                                                                                   | D POLICE,<br>D, 10th February, 1876.                      |
|---------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
|                           | Jenkins' train; to hauling 40,911 lbs. freight to E                                                 | •                                                         |
|                           | at 2 cents<br>Cathers' train; to hauling 42,940 lbs. freight to Bo                                  |                                                           |
|                           | at 1 cent                                                                                           | w kiver,<br>429 46                                        |
|                           | Benton and horse teams; to hauling 2,300 lbs. f                                                     | reight to                                                 |
|                           | Bow River, at 1 cent<br>Lesan's horse teams; to hauling 2,500 lbs. freigh                           |                                                           |
|                           | River, at 1 cent<br>Samples; to hauling 16,639 lbs. freight to Bow R                                |                                                           |
|                           | Davis; to hauling 0,000 lbs. freight to Bow Ri                                                      | 166 39                                                    |
|                           | cent                                                                                                |                                                           |
|                           |                                                                                                     | 01 500 OF                                                 |
|                           | Contifed according to cont                                                                          | \$1,522 07                                                |
|                           | Certified, according to contra                                                                      |                                                           |
|                           | (Signed)                                                                                            | JAMES F. McLEOD.                                          |
| HE                        | LENA, 13th March, 1876.                                                                             |                                                           |
|                           |                                                                                                     |                                                           |
| (Copy.)                   |                                                                                                     | D, 11th February, 1876.                                   |
|                           | NORTH-WEST MOUNTED POLICE: In account wit                                                           | h J. G. Baker & Co.                                       |
|                           | 169 tons hay, at \$15                                                                               |                                                           |
|                           | Cert                                                                                                | ified                                                     |
|                           |                                                                                                     | JAMES F. McLEOD.                                          |
| $\mathbf{H}_{\mathbf{E}}$ | LENA, 13th March, 1876.                                                                             |                                                           |
|                           |                                                                                                     |                                                           |
| (Copy.)                   |                                                                                                     |                                                           |
| D                         |                                                                                                     | D, 1st November, 1875.                                    |
| Rec<br>Police, a          | ceived from Messrs. J. G. Baker & Co. on account<br>at Fort McLeod, one hundred and sixty-nine tons | t with North-West Mounted<br>and sixty-seven feet of hay. |
|                           | B                                                                                                   | y order,                                                  |
|                           | (Signe                                                                                              | d) J. R. JACKSON.                                         |
| <i>(</i> <b>?</b> )       | ,                                                                                                   |                                                           |
| (Copy.)                   |                                                                                                     | P., 8th February, 1876.                                   |
|                           | NORTH-WEST MOUNTED POLICE: In account with                                                          | h J. G. Baker & Co.                                       |
| 123<br>ton, <b>\$</b> 1,8 | tons and 24 feet hay, delivered at Bow River to                                                     |                                                           |
| ····, •···                | Certified.                                                                                          |                                                           |
|                           |                                                                                                     |                                                           |
| υ                         | (Signed) (Signed)                                                                                   | JAMES F. McLEOD.                                          |
|                           | LENA, LOUI HAIUH, LOIV.                                                                             |                                                           |

Bow RIVER, 6th December, 1875.

Received from James Scott, sixty-three thousand feet of hay delivered at this post (63,000 feet.)

(Signed) J. A. BRISEBOIS, Inspector, Commanding "F" Division.

#### (Copy.)

BENTON, MONTANA, 15th January, 1876. NORTH-WEST MOUNTED POLICE, CYPRESS HILLS: In account with J. G. Baker & Co.

| <ul> <li>4 oz. oxalic acid</li></ul> | 0 26<br>0 25<br>3 95<br>0 15<br>2 50<br>0 38 | $ \begin{array}{c} 2 & 16 \\ 2 & 62 \\ 1 & 04 \\ 1 & 00 \\ 2 & 50 \end{array} $ | \$ cts.         |
|--------------------------------------|----------------------------------------------|---------------------------------------------------------------------------------|-----------------|
| Total                                | •••••                                        | •••••                                                                           | \$30 4 <b>9</b> |

HELENA, 13th March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|       |                               |                | S cts.   |         | ota  |
|-------|-------------------------------|----------------|----------|---------|------|
| 34    | lbs. 1-inch steel.            | \$ cts<br>0 25 |          | \$      | cts. |
| 4     | doz. carriage bolts           |                |          |         |      |
| 29    | lbs. iron                     |                | 4 35     | 1       |      |
| 20    | pair springs                  |                |          |         |      |
| 10    | boxes paper fasteners.        | 0 55           | 5 50     |         |      |
| 40    | pairs boots (shoepacks)       |                | 190 00   |         |      |
| 40    |                               |                | 1        |         |      |
| 4     | doz. brooms                   |                | 6 00     |         |      |
| 1     | box glass, $10 \times 16$     | 1              | 9 50     |         |      |
| 2     | kegs white lead               |                |          |         |      |
| 5     | gals. linseed oil             |                | 12 50    |         |      |
| 5     | do turpentine                 |                | 10 00    |         |      |
| 1     | keg tenpenny nails            |                |          |         |      |
| 1     | carpenter's adze              |                |          |         |      |
| 6     | AXes                          |                | 9 00     |         |      |
| 1     | doz. axe handles.             |                | 5 00     |         |      |
| 1     | bottle castor oil             |                | 0 50     |         |      |
| 144   | lbs. horse shoes              | 0 15           | 21 60    |         |      |
| 120   | pairs boots                   | 4 75           | 570 00   |         |      |
| 2     | self-registering thermometers | 10 00          | 20 00    |         |      |
| 40    | pairs boots "on road"         |                | 190 00   |         |      |
| 2,818 | grain sacks                   |                | 1,524 80 |         |      |
| '     |                               |                |          | \$2.631 | 75   |
| 11    | rcams foolscap paper, unruled | ••••••         | •••••    |         | 00   |
|       | Total                         | ****** ******  | ****     | \$2,643 | 75   |

HELENA, 13th March, 1876.

Certified. (Signed) 64

JAMES F. McLEOD.

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## (Copy.)

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NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.; ordered by Dr. Miller, Cypress Hills.

| Quantity and Description.          | Rate.  | Amount,       | Total.   |
|------------------------------------|--------|---------------|----------|
| 10 lbs. tar.                       |        | 2 00          | \$ cts.  |
| 4½ gallons alcohol.                |        | 16 88<br>2 50 |          |
| 1 18-oz. do                        |        | 2 00          |          |
| 2 4-oz. do                         |        | 2 50          |          |
| 1 1-oz. do                         |        |               |          |
| 1 minimum graduate                 |        |               |          |
| 1 bone spatula                     |        | 0 75 1        |          |
| <ol> <li>ball flax twine</li></ol> |        | 040           |          |
| 2 dozen 1-oz. vials, with corks    |        | 1 90          |          |
| 2  do  2 - oz                      |        |               |          |
| $2$ do $6$ -oz. do $\frac{1}{2}$   |        | 2 50          |          |
| 2 do 8-oz. do                      |        | 2 80          |          |
| 1 pill file (24 pills).            |        | 3 00          |          |
| 3 lbs. blue ointment               |        | 7 50          |          |
| l jar for same                     |        | 0 50          |          |
| 5 lbs stramonium.                  |        | 1 10 00       |          |
| 1 jar for same                     |        | 0 50          |          |
| 2 oz. collodion                    | . 0 35 | 0 70          |          |
| 2 lb. cologne                      |        | 4 00          |          |
| 1 spirit lamp                      |        | 1 50          |          |
| 2 lb. powdered alum                |        | 0 70          |          |
| 200 No. 60 podaphy ; pills         |        | 2 00          |          |
| 100 opium pills                    |        | 1 00          |          |
| 2 oz. mur. morphia                 |        | 3 00          |          |
| l yard resin plaster               |        | 0 75          |          |
| 13 gross assorted pill boxes       |        | 7 80          |          |
| 2 lbs. pulv. sulphate of iron      |        | 0 70          |          |
| 2 lbs. rose water                  |        | 1 50 2 50     |          |
| 1 lb. powdered chalk opium         |        | 2 00          |          |
| 1 do cinnamon                      |        | 0 40          |          |
| l do peppermint                    |        |               |          |
| 1 No. 4 female syringe             |        |               |          |
| 1 No. 2 family do                  |        |               |          |
| l 16-oz. glass funnel              |        | 0 75          |          |
| 1 8-02. do                         |        |               |          |
| 1 4-oz. do                         |        | 0 40          |          |
| l dozen Hooper's pills             |        | 2 50          |          |
| do Liebig's extract                |        | 2 75          |          |
| 1 lb. spirits of ether             |        | 2 50          |          |
| -                                  | 1      |               | \$103 48 |

Certified.

(Signed)

JAMES F. McLEOD.

HELENA, 13th March, 1876.

65

FORT BENTON, M.T., 16th February, 1876. NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.; ordered by Dr Miller, Cypress Hills.

| ~      | Quantity and Description.                            | Rate.                                   | Amount.          | Total.   |
|--------|------------------------------------------------------|-----------------------------------------|------------------|----------|
| -      |                                                      | \$ ct                                   |                  | \$ cts.  |
| 1      | W. W. mortar S                                       |                                         |                  | 1        |
| 1      |                                                      |                                         |                  |          |
| 4      |                                                      |                                         |                  |          |
| 4      | gross vial corks.                                    | 0 75                                    | 3 00             |          |
| 2      |                                                      | ····                                    | . 2 00           | 1        |
| 5      |                                                      | ••••••                                  | . 5 00           | •        |
| 4      | do compound ointment of iodine                       | ••••••                                  | 10 00            | 1        |
| 10     | dozen C. H. pencils<br>Ibs. compound tincture cincho |                                         | . 0 50           | 1        |
| 5      | do tincture colombo                                  | ••••••                                  | . 7 50<br>. 4 00 |          |
| 5      | do gentian.                                          |                                         | 4 00             | 1        |
| 2      | do snake root                                        | •••••                                   | 2 00             | 1        |
| 2      | do arnica                                            | ••••••••                                | . 1 50           | ,        |
| ĩ      | do carb. of ammonia                                  |                                         | 1 00             |          |
| 5      | do gum camphor                                       |                                         |                  | 1        |
| 6      | do chloroform                                        | · · · · · · · · · · · · · · · · · · ·   | 15 00            |          |
| 2      | do syrup senega                                      |                                         | 2 00             | 1        |
| 5      | do soda                                              |                                         | 5 00             |          |
| ĩ      | do fluid extract of belladonna                       |                                         | 4 00             |          |
| ĩ      | do ergot                                             |                                         |                  |          |
| -      | do extract of nux. vom. sal                          |                                         | 4 00             |          |
| 4      | oz. hydr. acid                                       |                                         |                  | 1        |
| 1      | lb. nitric acid                                      |                                         |                  |          |
| 2      | cases C. C. pills                                    |                                         | 1 50             |          |
| 1      | roll Beese plaster                                   |                                         |                  |          |
| 2      | rolls Allcock's plaster                              |                                         | 5 00             | •        |
| 4      | oz. anti. M. tart                                    |                                         | 0 75             | ł        |
| 5      | lbs. flax seed                                       |                                         | 1 25             |          |
| 25     | do meal                                              | 0 25                                    | 6 25             | i        |
| 4      | Ib powdered ipecacuanha                              | •••••                                   | 1 25             | ł        |
| 2      | gross ointment boxes, assorted                       |                                         | 1 500            | 1        |
| 1      | lb. an. sulphuric acid                               | •••••                                   | 1 00             |          |
| 4      | oz. sulpharic acid                                   |                                         | 0 50             |          |
|        | lb. tincture of cantharides                          |                                         | 0 75             |          |
| 8      | lbs. sal Rochelle                                    |                                         |                  |          |
| 1      | do tincture etcumsit                                 |                                         |                  |          |
| 1      | do powdered myrrh                                    | ·····                                   | 1 25             |          |
| 1      | do bi-carbonate of potash                            | •••••                                   | 1 00             |          |
| 1<br>2 | do chloride of potash                                |                                         |                  | 3        |
| 2      | do bromide do                                        |                                         |                  |          |
| 1      | do bromide of ammonia.                               | ••••                                    | 2 + 0            |          |
| 5      | do calcined magnesia                                 | ••••                                    | 2 00             |          |
| 21     | b tartaria anid                                      |                                         | 5 00             |          |
| 1      | do tincture catechu                                  | ••••                                    | 0 50             |          |
| 1      | do kino                                              | ** ** ********                          |                  |          |
| i      | do wine of colchicum.                                |                                         | 1 00<br>1 50     |          |
| 4      | ct. vin xeric                                        | 7 50                                    |                  |          |
| 2      | oz. bell teases                                      | 1 50                                    | 0 50             |          |
| 2      | do stem do                                           | **** *** *****                          | 0 50             |          |
| ĩ      | do lobel do                                          | • • • • • • • • • • • • • • • • • • • • | 0 50             |          |
| ĩ      | lb. nitr. potash                                     |                                         |                  |          |
| î      | do powdered aniseseed                                | ••••                                    | 0 75             |          |
| î      | lot filtering paper                                  |                                         | 1 50 1           |          |
| î      | de wrapping paper                                    |                                         | 0 75             |          |
| 2      | de wrapping paper<br>lbs. ardent spirits of ammonia  |                                         | 2 00             |          |
| ī      | do bi-earbonate of soda                              |                                         | 0 30             |          |
|        | cans and buckets                                     |                                         | 5 00             |          |
| 1      | keg                                                  |                                         | 2 00             |          |
|        | -                                                    |                                         |                  | \$200 35 |

Certified. (Signed)

JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Hauling 2 boxes bonded goods, from Benton, to Fort Mc-Leod, 600 lbs. at 2½ cts. per lb...... \$15 00

These cases contained a lot of enamelled cups, plates, saucers and traps.

Certified. (Signed) JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

#### S. C. Ashby:

 1875.—To merchandise to Winnipeg, 58
 \$20 11

 Paid, gold......
 18 28

Certified.

(Signed) JAMES F. McLEOD.

Telegraph to Governor Morris, Manitoba, and Commission re Gen. Smith's trip.

42 Victoria.

**A.** 1879

\_

| Form No. 5.<br>a <sub>l</sub> h Co.                                                      | eta.     | \$20<br>2 860<br>31 30<br>31 30<br>2 80<br>2 80<br>2 80<br>40<br>40                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | lissioner.                                                                               |
|------------------------------------------------------------------------------------------|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|
| ORIGINAL.<br>North-WEST Mounted Police, Dr.<br>To Western Union Telegr                   | Bervice. | To 21 messages to Victoria, B.C.<br>19 do Bernard, Ottawa<br>10 do Blake do<br>160 do Richardson do<br>16 do Bernard do<br>94 do do do<br>94 do do do<br>70tal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Certified, correct and approved.<br>(Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| (Copy.)<br>The                                                                           | Date.    | Oct. 20<br>do 20<br>do 20<br>do 21<br>do 23<br>do 23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Cert                                                                                     |
| oh Co.                                                                                   | e cts.   | <b>5</b> 20<br><b>7</b> 20<br><b>7</b> 31 30<br><b>7</b> 30<br><b>1</b> 40<br><b>1</b> 40<br><b>1</b> 40<br><b>1</b> 60<br><b>1</b> 70<br><b>1</b> 70 | issioner.                                                                                |
| ру.) DUPLICATE.<br>The Norru-WEST Mouvred Pollics, Dr.<br>To Western Union Telegraph Co. | Service. | To 21 messages to Victoria, B.C.<br>19 do Bernard, Ottawa.<br>10 do Blake do<br>160 do Richardson do<br>94 do do do<br>8 do do do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Certified, correct and approved.<br>(Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| (Copy.)<br>The                                                                           | Date.    | 89<br>6 6 6 6 6 6 6 6 6 6 7<br>8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Cert                                                                                     |

FORT SHAW, M. T., December 17th, 1875. (Copy.) NORTH-WEST MOUNTED POLICE FORCE: Bought of J. H. McKnight & Co., Post Traders, &c., &c. July 31. To 1 box centre fire cartridges ...... \$1 75 do do do do - ..... 1 50 Gold...... 2 91 Messrs. J. G. BAKER & Co. :--Please pay. JAMES F. McLEOD. Assistant Commissioner. Received payment, J. H. McKnight & Co. (Copy.) FORT SHAW, M.T., December, 1875. NORTH-WEST MOUNTED POLICE: Bought of J. H. McKnight & Co., Post Traders, &c. To 1 bottle castor oil..... American currency 75c. Gold \68c. Messrs. J. G. BAKER & Co. :--Please pay. JAMES F. McLEOD, Assistant Commissioner. Received payment, J. H. McKnight & Co. (Copy.) FORT SHAW, 17th December, 1875. NORTH-WEST MOUNTED POLICE: Bought of J. H. McKnight & Co., Post Traders, dealers in Groceries, Dry Goods, &c. For postage...... \$15 35 Gold..... 13 95 Messrs. J. G. BAKER & Co. :- Please pay. (Signed) JAMES F. McLEOD, Assistant Commissioner. Received payment, J. H. McKnight & Co. (Signed) (Copy.) J. F. McLEOD: To N.-W. Telegraph Company, Dr. 1875. Aug. 31. To 15 messages to Richardson, Ottawa ...... \$3 75 Sept. 1. "13 do "12 do Morris, Fort Garry ..... 5 71 5 39 French, do do Bernard, Ottawa..... 4 20 " 17 do do do " 33 do \$26 45 Gold...... \$24 04 Certified. (Signed) JAMES F. McLEOD. Received payment of J. G. Baker & Co. W. E. FREDERICK. (Signed)

J. F. McLEOD: To N.-W. Telegraph Company, Dr.

| " 15, "<br>Jan. 24, 1876. | $^{\circ}12$ $^{\circ}13$ | " | Morris, Fort Garry, | 318<br>512                      |
|---------------------------|---------------------------|---|---------------------|---------------------------------|
| "24,"<br>(Gold, \$15.23.) | " 13                      | " | Bernard, Ottawa,    | 3 37<br><b>\$</b> 16 <b>7</b> 5 |

Cortified

| Paid by check, 1621; Feby. 24th, 1876.                                 | JAMES.           | F. McLEOD.         |
|------------------------------------------------------------------------|------------------|--------------------|
|                                                                        | (Signed)         | J. A. B.           |
|                                                                        | 'n               |                    |
| Fo                                                                     | ORT MCLEOD, 31   | st December, 1876. |
| NORTH-WEST MOUNTED POLICE: In account w                                | rith J. G. Baker | & Co., Dr.         |
| To building barrack at Bow River<br>" extra expense incurred by locati | ng post by Cap   | \$2,476 00<br>tain |

" oxtra expense inci Brisebois further from timber than agreement with

| Col. | McLeod | . 1,000 00 |
|------|--------|------------|
|      |        |            |
|      |        | \$3,476.00 |

My returns show only 8,520 feet closed in, which, according to agreement, at 25 cents per foot, reduced amounts to \$2,130.00; balance disallowed. Messrs. Baker and I disagree about the extra expense of locating Fort more than one mile away from timber. I have made enquiries and do not think that any extra expense was incurred. They reserve the right to make good their claim for the balance.

> (Signed) JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| 1 lot tags for horses                                                         | <b>\$</b> 0 | 60        |
|-------------------------------------------------------------------------------|-------------|-----------|
| 1 sack for money                                                              | Ů           | 50        |
| Paid postage                                                                  |             | 36        |
| " Spitzley's bill, hotel lodging and living on road                           | 14          | 00        |
| " John Toll                                                                   |             | 75        |
| " Brown, Sun River, hotel bill for meals                                      | 3           | 75        |
| June 15, 1875, Col. McLeod, stage fare from Benton to                         |             |           |
| Helena                                                                        | <b>20</b>   | 00        |
| Ryan's stage fare from Benton to Helena                                       | 20          | 00        |
| Postage on Government mail                                                    |             | <b>20</b> |
| Repayment, freight on 9,405 lbs. Canadian goods, from<br>Helena to Hamilton's |             |           |
| Helena to Hamilton's                                                          | 235         | 13        |
|                                                                               |             |           |

\$298 29

JAMESIF. McLEOD.

On Mounted Police Service between Fort McLeod and Helena. (Gold, \$271.17.)

Certified (Signed)

(Gold 91 cents.)

Sessional Papers (No. 188.)

| (Copy.)<br>This amount, \$1.25, is toll charged<br>Helena, and paid by J. G. Baker & Co.<br>(Gold \$1.14.) | l me in passi<br>(Signed) | ng through Canyon on way to<br>JAMES F. McLEOD.    |
|------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------------|
| (Copy.)<br>This amount, \$1.50, is toll charged fro<br>Baker & Co.<br>(Gold \$1.36.)                       | om Fort Shav<br>(Signed)  | w to Helena, and paid by J. G,<br>JAMES F. McLEOD. |
| (Copy.)<br>This amount is for tape and wax used                                                            | to enclose pa             | apers to Department,                               |
|                                                                                                            | (Signed)                  | JAMES F. McLEOD                                    |

NORTH-WEST MOUNTED POLICE, FORT BERNARD : In account with J. G. Baker & Co.

| Da          | ate.        |             | Quantity and Description. | Rat         | .e.    | Amour | it.  | Tota | 1.  |
|-------------|-------------|-------------|---------------------------|-------------|--------|-------|------|------|-----|
|             | 75.         |             |                           | \$          | cts.   | \$    | cts. | \$   | cts |
| July        | 19          | <b>To</b> 1 | pair spring balances      |             |        |       | 25   | -    |     |
| do          | 25          |             | lbs. dried meal           |             | 08     | 2     | 60   |      |     |
| do          | 28          |             | do do                     |             | 08     | 5     | 48 L |      |     |
| Aug.        |             | 20          |                           |             | 50     |       | 00   |      |     |
| do          | 2           |             | H S. files                | 0           | 30     |       | 80 1 |      |     |
| do          | 2           |             | doz. turned axe helves    |             | 00     | -     | 00 1 |      |     |
| do          | 2           |             | do do                     |             | 00     |       | 00   |      |     |
| do          | 2           |             | axes                      |             |        | -     | 50   |      |     |
| do          | 13          | 250         | feet lumber (Whipsend)    |             | 09     |       | 50   |      |     |
| do          | 19          | 1           | pair boots                |             |        |       | 00   |      |     |
| do          | 23          | 6           | cans axle grease          |             | 50     | •     | 00   |      |     |
| do          | 23          | 1           | do do                     |             |        |       | 50 } |      |     |
| do          | 23          | 1           | cow skin                  |             |        | -     | 00   |      |     |
| do          | 23          | 1           | gross screws              |             |        |       | 00   |      |     |
| Sept.       |             | 2           | picks and handles         | 3           | 00     | -     | 00   |      |     |
| do          | 16          | 1           | parchment                 |             |        | -     | 50   |      |     |
| do          | 24          | 1           | lead pencil               |             |        | -     | 10   |      |     |
| do          | 30          | 1           | cow skin                  |             |        | -     | 00   |      |     |
| Oct.        | 11          | 500         | feet lumber               |             | 08     |       | 00   |      |     |
| do          | 13          | 2           | gross ball buttons        | 1           | 50     |       | 00   |      |     |
| do          | 18          | 1           | 6-qt. campkettle          |             |        | _     | 75   |      |     |
| do          | 19          | 1           | yard red flannel          |             |        | -     | 00   |      |     |
| do          | 20          | 18          | lb. rope                  |             | 35     | -     | 48   |      |     |
| do          | 21          |             |                           |             | 50     |       | 00   |      |     |
| do          | <b>2</b> 2) |             | lbs. rope                 |             | 35     |       | 56   |      |     |
| do          | 26          | 1           | clock for guard-room      |             |        |       | 00   |      |     |
| do          | 30          | 1           | cow skin                  |             | ·····! | -     | 50   |      |     |
| do          | 30          | 8           | buffalo robes             |             | 16     | 49    |      |      |     |
| Nov.        | 5           | <u></u>     | yard red flannel          |             |        |       | 50 • |      |     |
| 40 <b>-</b> | 16          |             | doz. 2]-in. screws        | 0           | 20     | -     | 90   |      |     |
| do          | 16          | 1           | door lock and knob        | ******      | !      |       | 50   |      |     |
| do,         | 16          | 1           | carpenter's pencil        |             |        | 0     | 25 ; |      |     |
| do          | 18          |             | door lock and knob        |             |        |       | 50   |      |     |
| do          | 18          |             | buffalo robes             |             | 00     | 10    |      |      |     |
| do          | 19          | _1          | doz. shaved are helves    |             | 00     | -     | 50   |      |     |
| dol         | 19          | 1           | 10-qt. campkettle.        |             |        |       | 00   |      |     |
| do          | 19          | 1           | hand lamp and 3 chimneys  |             |        | -     | 00   |      |     |
| do          | 22]         | 1           | 8-qt. coffee pot          | ** **** *** |        |       | 00   |      |     |
| do          | 27          | 1           | pair brass hinges         |             |        | -     | 25   |      |     |
| do          | 29          | 1           | bottle carmine ink        | •••••       |        |       | 00   |      |     |
| do          | 29          | 38          | 1b. sheet iron            | 0           | 20 1   | . 7   | 60   |      |     |

| Total.           | Amount.              | Rate.           | Quantity and Description.                                                                      | Date.    |  |
|------------------|----------------------|-----------------|------------------------------------------------------------------------------------------------|----------|--|
| \$               |                      | \$ cts.         |                                                                                                |          |  |
|                  | 37 50                |                 | 1 work or                                                                                      | c.       |  |
|                  | 1 50                 |                 | 1 whitewash brush                                                                              | 0        |  |
|                  | 1 00                 | 0 50            | 2 qrs. foolseap paper                                                                          | 0        |  |
|                  |                      |                 | 2 note books                                                                                   | 0        |  |
|                  |                      |                 | 200 lb beef 2 ors. foolscap paper                                                              | 0<br>0   |  |
|                  | 3 00                 | 1 0 50          | 2 qrs. foolscap paper<br>2 cow skins                                                           | 0        |  |
|                  | 5 12                 | 1 00            | 64 lb dried meat                                                                               | ŏ        |  |
|                  | 0 50                 | 0 00            | 64 lb dried meat<br>1 qr. foolscap paper                                                       | õ        |  |
|                  |                      |                 |                                                                                                | 187      |  |
|                  | 0 50                 |                 | 1 whip stock                                                                                   | n.       |  |
|                  | 100                  | 0 50            | 2 boxes condition powders                                                                      | 0        |  |
|                  | 0 25                 |                 | 1 bottle ink                                                                                   | 0        |  |
|                  | 2 00                 |                 | 1 cow skin                                                                                     | 0        |  |
|                  | 3 50                 |                 | 1 scythe and snath                                                                             | 0        |  |
|                  |                      |                 | 11 dox. screws, 21-in                                                                          | 0        |  |
|                  | 0 50                 |                 | 2 chalk lines                                                                                  | 0        |  |
|                  | 1 50                 |                 | 3 qr. paper                                                                                    | 0        |  |
|                  | 0 25                 | •••••           | 1 bottle ink                                                                                   | 0        |  |
|                  | 1 00<br>0 <b>5</b> 0 |                 | 1 can axle grease                                                                              | D        |  |
|                  | 0 25                 |                 | 1 axe helve<br>1 bottle ink                                                                    | 0        |  |
|                  | 0 13                 |                 |                                                                                                | 0        |  |
|                  | 0 50                 | 0 20            | doz screws, 3-in<br>1 padlock                                                                  |          |  |
|                  | 0 30                 | 0 20            | 12 doz ecrawa 92 in                                                                            | 5        |  |
|                  | 41 76                | 0 18            | 11 doz. screws, 21 in<br>232 lbs nails                                                         | ,        |  |
|                  | 3 00                 | 0 10            | 1 axe handle                                                                                   | Ś        |  |
|                  | 17 00                | 8 50 1          | 2 pairs blankets                                                                               | Š        |  |
|                  | 3 50                 | 7 00            | 2 doz. shaved axe handles                                                                      | 5        |  |
|                  | 0 50                 | 0 25            | 2 <sup>°</sup> bottle ink                                                                      |          |  |
|                  | 1 75                 |                 | dez grang for gaddler                                                                          | 2        |  |
|                  | 1 25                 |                 | <ul> <li>bottle ink, \$1.00 for one, and 25c. the other</li> <li>yards awning strips</li></ul> | )        |  |
|                  | 2 50                 | 0 50            | 5 yards awning strips                                                                          | b.       |  |
|                  | 1 50                 |                 | 1 thermometer                                                                                  | )        |  |
|                  | 8 10                 | 0 90 +          | 9 3-ply brooms                                                                                 | )        |  |
|                  | 1 00                 | ***** 2******** | 1 memorandum book and pencil                                                                   | )        |  |
|                  | 0 50                 |                 | 1 padlock                                                                                      |          |  |
|                  | 1 50                 |                 | 1 10-in. cook knife                                                                            | )        |  |
|                  | 1 25                 |                 | 1 8-in. do                                                                                     | )        |  |
|                  | 2 75                 | 0 125           | 22 iron bolts<br>3 padlocks                                                                    | rch      |  |
|                  | 1 50     1 50        | 0 50            |                                                                                                | <b>)</b> |  |
|                  | 1 50                 |                 | 3 axe belves<br>1 hatchet                                                                      | )        |  |
|                  | 2 00                 |                 | 2 cornet stops, per Frampton                                                                   | ,        |  |
|                  | 2 25                 | 0 75            | 3 qrs. foolscap paper                                                                          | 5        |  |
|                  | 2 00                 |                 | 1 cow skin                                                                                     | 5        |  |
|                  | 2 25                 | 0 25            | 9 bottles ink                                                                                  | 5        |  |
|                  | 1 20                 | 0 40            |                                                                                                | ,<br>,   |  |
|                  | 1 00                 |                 | 2 axe handles                                                                                  | 5        |  |
| 1                | 2 50                 |                 | 2 cow skins, \$1.00 for one, and \$1.50 the other                                              |          |  |
| \$435 4          |                      |                 |                                                                                                |          |  |
|                  | 1                    |                 | Cr.                                                                                            |          |  |
| 3 8              |                      | 0 18            | By 22 lb. nails returned                                                                       |          |  |
| <b>\$4</b> 31 \$ |                      |                 | To Balance                                                                                     | rch      |  |

## NORTH-WEST MOUNTED POLICE, FORT BERNARD: In account with J. G. Baker & Co.

(Signed,) J. M. WALSH, Superintendent and Inspector, "B" Division, Commanding Fort.

Certified.

(Signed,) JAMES F. McLEOD.

| (Copy.)                                 |                                                      |                                                  |                                                         | <b>D</b>                      | Dana          |                  | Mana              | 1 1040               |
|-----------------------------------------|------------------------------------------------------|--------------------------------------------------|---------------------------------------------------------|-------------------------------|---------------|------------------|-------------------|----------------------|
|                                         |                                                      |                                                  |                                                         | FORT                          | DER           | NARD, 20th       | 1 Marc            | 1, 1070.             |
| North-Wes                               | T MOUN                                               | ted Po                                           | LICE :                                                  | In accoun                     | t wit         | h J.G.Be         | ker &             | Co.                  |
| 1876.                                   |                                                      |                                                  |                                                         |                               |               |                  |                   |                      |
| February 2<br>do                        |                                                      | nauling<br>do                                    | 358 lba<br>124 lba                                      | s. from Ben<br>s. do          | iton,         | at 4c<br>at 5½c  | <b>\$</b> 14<br>6 | 32<br>82             |
|                                         | То                                                   | tal                                              | ••••••                                                  |                               | ••• ••        | •••••            | \$21              | 14                   |
| I certify that th                       | his bill i                                           | is corre                                         | ect.                                                    |                               |               |                  |                   |                      |
|                                         |                                                      |                                                  |                                                         | (Signed)                      |               | <b>ј. м. w</b> а | LSH,              |                      |
|                                         |                                                      |                                                  | Su                                                      | perintende                    | nt ar         |                  | or, "]            | B"Divisio            |
|                                         |                                                      |                                                  |                                                         |                               |               |                  |                   |                      |
|                                         |                                                      |                                                  |                                                         |                               |               |                  |                   |                      |
| Copy.)                                  |                                                      |                                                  |                                                         | For                           | r B <b>r</b>  | RNARD, 1st       | t Marci           | h, 1876.             |
| North-We                                | st Mour                                              | NTED P                                           | OLICE:                                                  | In accour                     | nt wi         | th J.G. Ba       | ker &             | Co.                  |
|                                         |                                                      |                                                  |                                                         |                               |               |                  |                   | •                    |
| 1875.                                   |                                                      |                                                  |                                                         |                               |               |                  |                   |                      |
| 1875.<br>December.                      | To 20                                                | buffalo                                          | robes,                                                  | at \$6.50                     |               |                  | \$130             |                      |
| December.<br>do                         | do 1                                                 | black (                                          | calf rob                                                | θ                             |               |                  | 3                 | 00                   |
| December.<br>do<br>do                   | do 1<br>do 27 <del>3</del>                           | black (<br>yds. 6                                | calf rob<br>-qr. lin                                    | e<br>ing cloth, ٤             | nt \$2        | 2.50             | 3<br>. 68         | 00<br>44             |
| December.<br>do<br>do<br>do             | do 1<br>do 27 <del>3</del><br>do 3-                  | black of<br>yds. 6<br>sinew,                     | calf rob<br>-qr. lin:<br>at 20c.                        | e<br>ing cloth, a             | <b>t \$</b> 2 | 2.50             | 3<br>. 68         | 00<br>44<br>60       |
| December.<br>do<br>do<br>do<br>do<br>do | do 1<br>do 27 <del>3</del><br>do 3-<br>do 2          | black of<br>yds. 6<br>sinew,<br>pkgs.            | calf rob<br>-qr. lin:<br>at 20c.<br>needles             | e<br>ing cloth, a<br>, at 25c | nt \$2        | 2.50             | 3<br>. 68         | 00<br>44<br>60<br>50 |
| December.<br>do<br>do<br>do             | do 1<br>do 27 <del>§</del><br>do 3-<br>do 2<br>do 10 | black of<br>yds. 6<br>sinew,<br>pkgs.<br>yds. 2- | calf rob<br>-qr. lin:<br>at 20c.<br>needles<br>in. brai | e<br>ing cloth, a             | at \$2        | 2.50             |                   | 00<br>44<br>60       |

This bill is for buffalo overcoats.

I certify that this bill is correct.

(Signed) J. M. WALSH, Superintendent and Inspector, "B" Division, Commanding Fort.

Certified.

(Signed) JAMES F. McLEOD.

NORTH-WEST MOUNTED POLICE, FORT BERNARD: In account with J. G. Baker & Co.

| Date.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Quantity and Description. | Rate. | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                                | Total. |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1875.<br>Nov. 17 7<br>do 17 9<br>do 10<br>do 10<br>do 10<br>do 10<br>do 10<br>do 10<br>do 10<br>do 19<br>do 19<br>do 19<br>do 14<br>do 14<br>do 14<br>do 14<br>do 14<br>do 14<br>do 14<br>do 12<br>do 12 | Co 1 buffalo robe         | 1 00  | \$ ct<br>6 00<br>23 0<br>15 00<br>8 5<br>1 00<br>2 5<br>3 04<br>2 5<br>3 04<br>2 8 7<br>9 3<br>13 00<br>7 7<br>15 7<br>15 7<br>15 7<br>15 7<br>1 5<br>7<br>1 7<br>2 7<br>7 1<br>9 7<br>2 7<br>7 2<br>0 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>2 7<br>1 7<br>1 7<br>2 7<br>1 7<br>1 7<br>2 7<br>1 7<br>1 7<br>1 7<br>1 7<br>1 7<br>1 7<br>1 7<br>1 |        |

Certified.

(Signed) JAMES F. McLEOD.

R. Emerson is mail carrier, and those bills were contracted when making trips.

Fur cap, comforters, gloves and moccasins were for sub-constables who accompanied Mr. Walsh when called to Benton on business by Assistant Commissioner.

> J. M. WALSH, (Signed) Inspector, B. Division, Commanding Fort.

FORT BERNARD, 28th March, 1876.

NORTH-WEST MOUNTED POLICE, FORT WALSH: In account with J. G. Baker & Co.

| Date.                                                                                                                                                           | Quantity and description. | Rate.                                        | Amount.                                      | Total.<br>Gold. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------------|----------------------------------------------|-----------------|
| do 18<br>do 18<br>do 18<br>do 25<br>Sept. 2<br>do 2<br>do 2<br>do 2<br>do 10<br>do 10<br>do 10<br>do 13<br>do 13<br>do 13<br>do 13<br>do 13<br>do 14<br>Oct. 22 | 1 b. knife                | 0 40<br>0 50<br>0 50<br>0 50<br>0 35<br>0 50 | 0 40<br>1 25<br>1 00<br>0 40<br>3 27<br>1 50 | \$ ets.         |
| do 25<br>do 28<br>Nov. 12<br>do 15                                                                                                                              | 8 oz. spirits nitre       | 0 35                                         | 0 50<br>2 80<br>3 50<br>1 25                 | \$29 <b>62</b>  |

I certify that the above bill is correct.

(Signed)

ROBERT MILLER,

Surgeon.

Certified.

(Signed)

JAMES F. McLEOD.

(Signed) J. M. WALSH, Inspector, Commanding B. Division, N.-W.M.P.

FORT BERNARD, N.-W.T.

NORTH-WEST MOUNTED POLICE HOSPITAL: In account with J. G. Baker & Co.

| Date.       |        | Quantity and Description. |     |                             |   | ate. | Amo | unt.         | Total.<br>Gold. |      |  |
|-------------|--------|---------------------------|-----|-----------------------------|---|------|-----|--------------|-----------------|------|--|
| 187<br>Nov. | 24     |                           | 1   | box Seidlitz powder         |   |      | \$  | cts.<br>1 00 | \$              | cts. |  |
| Dec.        | 1      |                           | 1   | 5-quart pan                 |   |      |     | 0 90         |                 |      |  |
| do          | 1      |                           | 1   | 4-quart pan                 |   | 0 30 |     | 0 60         |                 |      |  |
| do<br>do    | 1<br>1 |                           | 22  | 2-quart pans.               |   | 0 30 |     | 0 60<br>0 40 |                 |      |  |
| do          | 1      |                           | 6   | l-quart pans                |   | 0 20 |     | 1 20         |                 |      |  |
| do          | 1      |                           | ĭ   | set knives and forks        |   |      |     | 2 50         |                 |      |  |
| do          | î      |                           |     | dozen linen towels          |   | 5 50 |     | 2 75         |                 |      |  |
| đo          | 1      |                           | 122 | penholders                  |   | 0 10 |     | 0 20         |                 |      |  |
| do          | 1      |                           | 2   | quire paper                 |   | 0 50 |     | 1 00         |                 |      |  |
| do          | 11     | ļ                         | 4   | Seidlitz powders            |   | 0 08 |     | 0 32         |                 |      |  |
| do          | 12     | 1                         | 1   | 1 bottle Tarrant's aperient |   |      | ,   | 1 50         |                 |      |  |
| 187         | a      |                           |     |                             |   |      |     | ļ            |                 |      |  |
|             | 15     |                           | 1   | lamp complete               |   |      |     | 2'00 1       |                 |      |  |
| do          | 15     |                           | ĩ   | bottle Tarrant's aperient   |   |      |     | 1 50         |                 |      |  |
| Feb.        | 12     |                           | 2   | dozen condensed milk        |   | 6 00 | ]   | 12 00        |                 |      |  |
| do          | 12     |                           | ĩ   | broom                       |   |      |     | 0 90         |                 |      |  |
| Mar.        | 9      |                           | 1   | 8-quart tea pot.            |   |      |     | 2 00         |                 |      |  |
| do          | 9      |                           | 2   | bottles ink                 |   | 0 25 |     | 0 50         |                 |      |  |
| Jan.        | 22     |                           | 2   | do                          | i | 0 25 |     | 0 50         |                 |      |  |
|             |        |                           |     | 1                           | 1 |      |     |              | \$33            | 37   |  |

I certify that the above account is correct.

(Signed) ROBERT MILLER,

Surgeon.

Certified.

(Signed) JAMES F. McLEOD.

(Signed) J. M. WALSH, Inspector, Commanding B. Division, N.-W.M.P.

#### (Copy.)

FORT WALSH, 29th January, 1876.

Messrs. J. G. Baker & Co. :

SIRS,—Please pay the bearer four (\$4) dollars, Canadian money, for the use of lodge for nine days, and charge to North-West Mounted Police.

(Signed)

J. M. WALSH.

Inspector, N.-W.M.P.

J. F. McLEOD: To North-West Telegraph Company, Dr.

| Date.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                              |                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                    |                                                                                                    | Remarks.                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 1876           1876           feb. 26           do 26           do 15           do 16           do 15           do 22           do 23           do 25           do 25           do 25           do 25           do 26           do 27           do 28           do 30           do 30           do 30           do 30 | 50<br>13<br>15<br>12<br>84<br>64<br>10<br>41<br>47<br>10<br>9<br>10<br>10<br>10<br>15<br>20<br>32<br>5<br>17 | messages<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do | b to Crozier, Belleville<br>Bernard, Ottawa<br>Breden, Fort Garry<br>Bernard, Ottawa<br>from Breden, Fort Garry<br>to do do<br>Bernard, Ottawa<br>Richardson do<br>do do<br>do do<br>Bernard do<br>from Hard Deer Lodge<br>do do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>Bernard do<br>from Hard Deer Lodge<br>do de<br>Baldwin, Toronto<br>Stovel do<br>Rishardson, Ottawa<br>Courad Bozeman<br>do<br>Mrs. Walsh<br>do | 4<br>10<br>5<br>5<br>3<br>16<br>13<br>2<br>8<br>9<br>1<br>1<br>1<br>2<br>3<br>4<br>3<br>4<br>3<br>1<br>4<br>4<br>3 | 94<br>84<br>25<br>40<br>12<br>70<br>18<br>86<br>69<br>83<br>00<br>50<br>80<br>75<br>70<br>70<br>50 | Self.<br>do<br>do<br>C. P. R.<br>do<br>Self.<br>Capt. Walsh.<br>do |
| do 31                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 59                                                                                                           | do                                                                                     | Bernard, Ottawa                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | \$130                                                                                                              |                                                                                                    | Private account                                                    |

Messrs. J. G. BAKER & Co. : Please pay.

(Signed)

JAMES F. McLEOD.

Received payment.

W. E. FREDERICK. (Signed)

(Gold, \$88.33.)

FORT MCLEOD, 1875.

NORTH-WEST MOUNTED POLICE : Bought of Messrs. J. G. Baker & Co.

I certify that the stamps charged for in this account were used in the public service. (Signed)

JAMES F. McLEOD.

Bow RIVER POST, 30th March, 1876.

NORTH-WEST MOUNTED POLICE: Bought of A. P. Sample & Co.

March 10th.—To 6 bottles ink..... \$1 50

Messrs. J. G. BAKER & Co.:-Please pay A. P. Sample & Co.

E. A. BRISEBOIS, Inspector, Commanding "F" Div.

Approved.

A. G. IRVINE,

Asst. Commissioner.

6th June, 1876.

(Copy).

FOBT MCGUINNIS, M.T., 10th April, 1876.

Received from North-West Mounted Police, sixteen dollars (\$16.00), which has been credited to Post Office account for postage, &c., partly on repayment, partly official.

The stamps issued on repayment are charged monthly as Quartermaster's stoppages.

(Signed) P. H. LUKIN,

Asst. Receiver.

(Copy.)-\$5.50.

OLD AGENCY, MONTANA, 30th April, 1876.

Received of Major Irvine, N.-W.M.P., Fort McLeod, five dollars and fifty cents for postage stamps, partly on repayment and partly official.

(Signed) A. B. HAMILTON. Per John Billings.

(Copy.)

FORT McLEOD MAIL, Dr. : TO A. B. Hamilton, Old Agency, Montana.

| April 20, 1876, 2 | Го 12 ро | stage stamps | @ 5c        | 0   | 60 |
|-------------------|----------|--------------|-------------|-----|----|
| do                | 3        | do           | <b>10</b> c | 0   | 30 |
| do                | 16       | do           | 6c          | 0   | 96 |
| do                | 49       | do           |             | \$1 | 47 |
|                   |          |              | -           |     |    |
|                   |          |              |             | \$3 | 33 |

(Gold \$3.00)

The rates as marked on many of your letters are insufficient. The letter rate being three cents for each half ounce or fraction thereof.

Partly on repayment, partly official.

Respectfully yours,

(Signed) JOHN BILLINGS,

D.P.M.

COMMANDING OFFICER, FORT McLeob, B.A., Dr.: To Old Agency, Montana, U.S.

March 24th, 1876. To U.S. postage stamps used in forwarding mail this date, as follows, viz :

| 20 st<br>17<br>168<br>8 | tamps @<br>do<br>do<br>do | 10c<br>5c<br>3c<br>1c                                   | 0<br>5      | 00<br>85<br>04<br>08 |
|-------------------------|---------------------------|---------------------------------------------------------|-------------|----------------------|
| Ū                       | uo                        | -                                                       | 87          |                      |
| To I                    | aid post<br>son, For      | age due on letter forwarded to Percy Robin-<br>t McLeod | • •         | 97<br>15             |
| 41                      |                           | -                                                       | <b>\$</b> 8 | 12                   |

Partly on repayment, and partly official.

Please remit per return mail, and oblige

Yours, &c.,

(Signed) A. B. HAMILTON, Per John Billings.

(Gold \$7.25)

FORM No. 5.

(Copy) NORTH-WEST MOUNTED POLICE, Dr. : To J. G. Baker & Co, Fort McLeod. \$ 7 25 March 24, 1876. To postage..... \$ 7 25 April 10, 16 00 ...... do 20, 3 00 đο do 5 50 do 30, do As per voucher annexed. \$31 75

Mr. Conrad will please pay.

Approved. (Signed) A. G. IRVINE, Assistant Commissioner.

(Copy.)

FORT McLEOD, February, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| 1876.<br>Feb. 14<br>do 14<br>do 14<br>do 14<br>do 14<br>do 27<br>do 27<br>do 28 | 1 small bottle ink<br>4 memorandum books<br>1 bottle red ink.<br>1 ledger<br>1 large bottle ink<br>1 small de<br>2 quires paper<br>bottle awreet oil | 60<br> | 0 25<br>2 40<br>1 50<br>1 00<br>1 00<br>0 25<br>6 00 | \$ ets.         |
|---------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|--------|------------------------------------------------------|-----------------|
| do 28                                                                           | 1 bottle sweet oil                                                                                                                                   |        | 0 50                                                 | <b>\$12 9</b> 0 |

Certified.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT McLEOD, March, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.,

| 18'   |            |                                                   | \$ cts.          |     | cts.            | \$ | cts. |
|-------|------------|---------------------------------------------------|------------------|-----|-----------------|----|------|
| March | ı <b>6</b> | 10 lbs. nails.                                    | ; 0 25           |     | 50* j           | -  |      |
| do    | 6          | 1 pr. brogans (prisoner undergoing 1 yr. sentence | ) . <sup>'</sup> | 2   | 50*             |    |      |
| do    | 6          | 1 bottle sweet oil                                |                  | 0   | 50*             |    |      |
| do    | 6          | 2 reams foolscap paper                            |                  | 12  | 00*             |    |      |
| ¢o    | 6          | 1 doz. office scratch books                       |                  | 1 2 | 10* j           |    |      |
| do    | 6          | 2 day-books                                       |                  | 2   | 00*             |    |      |
| do    | 6          | 1 do                                              |                  |     | 75*             |    |      |
| do    | 6          | 1 ledger, \$1.50; 1 record, \$3.00                |                  | 4   | 50*             |    |      |
| do    | 61         | 4 day-books @ \$1.00, \$4.00; 1 day-book, 75c     |                  | 4   | 75* i           |    |      |
| do    | 6          | 1 day-book.                                       |                  | 1   | 25*             |    |      |
| do    | 6!         | 2 lbs. tincture opii                              | 2 25             | 4   | 50t             |    |      |
| do    | 6          | 1 do Liquor ammonia.                              |                  | 1   | 25              |    |      |
| do    | 6          | 2 do spirits nitrie ether                         | 075              | 1   | 501             |    |      |
| do    | 6          | 2 do lint, in oz                                  | . 175            | 3   | 50† i           |    |      |
| do    | 6          | 2 doz. C. H. pencils                              | 0 25             | 0   | 50†             |    |      |
| do    | 6          | 2 lbs. syrup of squills                           | 1 00             | 2   | 00†             |    |      |
| -do   | 6          | 2 do glycerine.                                   | 1 00             | 2   | 00†             |    |      |
| do    | 6          | 1 do crystalized carbolic acid                    |                  | 1   | 751 1           |    |      |
| do    | 6          | 1 do sugar lead                                   |                  | 0   | 75              |    |      |
| do    | 6          | 1 do bicarb. potass,                              |                  | 0   | 75†             |    |      |
| do    | 6          | 1 do ether                                        |                  | 1   | 00†             |    |      |
| do    | 6          | 2 do syrup of wild cherry                         | 1 00             | 2   | 00 <del>1</del> |    |      |
| do    | 6          | 1 do sulphate zinc.                               |                  | 0   | 751 1           |    |      |
| ∽do   | 6          | 2 do Tinct. opii. camph                           | 1 25             | 2   | 50t I           |    |      |
| do    | 6          | 2 do wine ipecac                                  | 100              | 2   | 00† (           |    |      |
| do    | 6          | 2 balls twine                                     | 025              | 0   | 50t             |    |      |
| do    | 6          | 12 bottles.                                       | . 0 621          | 7   | 50t i           |    |      |
| do    | 6          | 3 do                                              | 0 664            |     | 001             |    |      |
| do    | 6          | 20 lbs. saltpetre                                 | . 9 40           | 8   | 00+             |    |      |
| -do   | 6]         | 2 doz. large condition powders                    | 6 00             | 12  | 00±             |    |      |
| do    | 6          | 20 lbs. flaxseed                                  | 0 224            |     | 501 I           |    |      |
| do    | 6          | 1 doz. hoof ointment                              |                  | 12  | - <b>- - -</b>  |    |      |
| do    | 6          | do mustang liniment                               |                  |     | oot             |    |      |
| do    | 6          | 2 rolls plaster                                   |                  | 2   | <b>T</b> !      |    |      |
| do    | 6          | 1 doz. jars                                       |                  |     | 501             |    |      |
| do    | 6          | 1 do packages paper                               |                  |     | 50+             |    |      |

Articles marked thus (\*) received into Quartermaster's stores. Articles marked thus (†) are for hospital use.

Articles marked thus (‡) are for veterinary use.

(Signed)

R. B. NEVITT,

Surgeon.

(Signed)

ARTHUR C. G. OLIVER, Veterinary Superintending Surgeon.

Certified.

(Signed) A. G. IRVINE.

FORT McLEOD, March, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

March 4—Transportation from Fort McLeod to Fort Cal garry, 13,404 lbs. of Police stores, @ 1c. per lb...... \$134 04

Certified.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

(Copy.)

FORT McLEOD, April, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| 1876.                                                                   | \$                                                   | cts.                       | \$                                                                       | ets.                                                                             | Ŧ            | cts. |
|-------------------------------------------------------------------------|------------------------------------------------------|----------------------------|--------------------------------------------------------------------------|----------------------------------------------------------------------------------|--------------|------|
| April 4       2 bottles ink, small         do 6       1 gal. turpentine | 0<br>8<br>8<br>0<br>1<br>1<br>1<br>1<br>0<br>12<br>0 | 50<br>50<br>50<br>07<br>25 | 5<br>3<br>1<br>68<br>170<br>32<br>3<br>6<br>4<br>7<br>3<br>12<br>6<br>12 | 50<br>00<br>50<br>00<br>00<br>66<br>00<br>00<br>00<br>75<br>50<br>00<br>90<br>87 | <b>5</b> 361 | •8   |

\* For hospital use.

Certified.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

(Signed)

R. B. NEVITT.

A. 1879

FORT McLEOD, May, 1876.

# NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

|          |          |                                     | 1                                               |                                               |               |
|----------|----------|-------------------------------------|-------------------------------------------------|-----------------------------------------------|---------------|
| 18       | 76.      |                                     | \$ cts.                                         | \$ cts.                                       | \$ cts.       |
| Mav      | 6        | 380 lbs. domestic beef              | 0 07                                            | 28 50                                         |               |
| do       | 11       | 5000 lbs. flour. 50 sacks           | 8 50                                            | 425 00                                        |               |
|          | 12       | 34 lbs tallow                       | 0 25                                            | 088                                           |               |
|          | 12       | 1 1 gals. linseed oil               | 4 00                                            | 5 00                                          |               |
|          | 13       | 100 lbs. tobacco                    | 0 96                                            | <b>9</b> 6 00                                 |               |
|          | 13       | 327 lbs. domestic beef              | 0 07                                            | 24 53                                         |               |
|          | 15       | 3 whip lashes                       | 1 50                                            | 4 50                                          |               |
|          | 15       | 1 do stalk                          | 0.071                                           | 0 75                                          |               |
|          | 16       | 354 lbs. domestic beef              | $0\ 07\frac{1}{2}$                              | 26 55<br>4 00                                 |               |
|          | 19       | 1 four-in-hand lash                 | 0 074                                           | 22 80                                         |               |
|          | 20       | 354 do                              | 0 07                                            | 28 80                                         |               |
| do<br>do | 24<br>26 |                                     | 0 07                                            | 24 75                                         |               |
|          | 27       | 1 doz. hand rakes                   | 0 0.9                                           | 4 50                                          |               |
|          | 27       | 1 cultivator                        |                                                 | 20 00                                         |               |
|          | 27       | 2 12-inch breaking ploughs          | 45 00                                           | 90 00                                         |               |
|          | 27       | 3 14-1nch do                        | 50 00                                           | 150 00                                        |               |
|          | 27       | 2 stubble ploughs                   | 32 50                                           | 65 00                                         |               |
|          | 27       | 6 coulters and clasps               | 8 00                                            | 48 00                                         |               |
|          | 27       | 6 garden hoes                       | 1 50                                            | 9 00                                          |               |
| do       | 27       | 11 spades                           | 2 00                                            | 22_00                                         |               |
|          | 27       | 12 scythes and snaths               | 2 50                                            | 30 00                                         |               |
|          | 27       | 16 L. H. shovels                    | 2 00                                            | 32 00                                         |               |
|          | 27       | 6 S. H. do,                         | 2 00                                            | 12 00                                         | •             |
|          | 27       | 4 lbs. carrot seed                  | 1 30                                            | 5 20                                          |               |
|          | 27       | 18 lbs. heans                       | 0 25                                            | 4 50                                          |               |
|          | 27       | 18 pints beans, assorted            | 0 40                                            | 7 20                                          |               |
|          | 27       | 253 lbs. peas                       | 0 11                                            | 27 83                                         |               |
|          | 27       | 6 pick handles<br>18 hay forks      | 050<br>150                                      | 3 00<br>27 00                                 |               |
| -        | 27       | 40 gals. coal oil                   |                                                 | 36 00                                         |               |
|          | 27<br>27 | 24 window sash, $10 \times 12$      | 2 00                                            | 48 00                                         |               |
|          | 27       | 6 ox-yokes and bows                 | 9 00                                            | 54 00                                         |               |
|          | 27       | 6 ox-chains, 1201 lbs               | 0 25                                            | 30 12                                         |               |
|          | 27       | 2 picks and handles.                | 4 00                                            | 8 00                                          |               |
|          | 27       | 5 harrows                           | 45 00                                           | 225 00                                        |               |
| do       | 27       | 1 harrow and seat                   |                                                 | 50 00                                         |               |
| do       | 27       | 2412 lbs. seed potatoes             | 0 06                                            | 144 72                                        |               |
| do       | 27       | 27 sacks for potatoes               | 025                                             | 675                                           |               |
| do       | 27       | 5898 lbs. seed oats                 | 0 06 <del>1</del>                               | 383 37                                        |               |
| do       | 27       | 70 seamless sucks for same          | 0 40                                            | <b>28</b> 00                                  |               |
| do       | 30       | 1 whip lash                         |                                                 | 6 75                                          |               |
|          | 31       | 296 lbs. domestic beef              | 0 07 <del>]</del>                               | 22 20                                         |               |
| do       | 31       | 1 cow skin                          |                                                 | 2 50                                          |               |
|          | 31       | 4 pick axes                         | 3 00                                            | 12 00                                         |               |
| do       |          | 1200 lbs. soap                      | $\begin{array}{c} 0 & 11 \\ 7 & 00 \end{array}$ | 132 00                                        |               |
|          | 31       |                                     | 7 50                                            | $\begin{array}{r}14 & 00\\22 & 50\end{array}$ |               |
|          | 31<br>31 | 3 do 10×12<br>2 grindstones, 92 lbs | 0 12 <del>4</del>                               | $\frac{22}{11}\frac{50}{50}$                  |               |
| -        | 31<br>31 |                                     | $130^{12}$                                      | 361 40                                        |               |
|          |          | 404 doz. (larg cans) yeast powder   | 9 00                                            | 362 25                                        |               |
|          | 31<br>31 | 3 brls. dried apples, 658 lbs       | 0 18                                            | 118 44                                        |               |
| do       | 31       |                                     | 0.10                                            | 153 00                                        |               |
|          | 31       | 125 do pepper                       | 6 45                                            | 56 25                                         |               |
| do       | 31       | 94 do coffee                        | 0 28                                            | 26 32                                         |               |
| đo       | 31       | 880 do beans.                       | 0 09                                            | 79 20                                         | l             |
| do       | 31       | 465 do bacon                        |                                                 | 79 05                                         | ļ             |
|          | 31       |                                     |                                                 | 1 50                                          |               |
|          | 31       | 1 doz. penholders                   | · · · · · · · · · · · · · · · · · · ·           | 1 00                                          |               |
|          | 31       | 1 DOX peas                          |                                                 | 1 00                                          | 1             |
|          | 31       | 1 pkg. pins                         |                                                 | 1 25                                          | \$3,727 36    |
|          |          |                                     |                                                 |                                               | E E E 77/1 30 |

Certified. (Signed)

A. G. IRVINE, Assistant Commissioner.

#### 42 Victoria.

## (Copy.)

FURNISHED Major Irvine's Party at Fort Benton.

| 1876.                       | \$  | ets. | \$   | cts. |
|-----------------------------|-----|------|------|------|
| May 1 lb. tes.              |     |      | 9    | 70   |
| do                          | 0   | 17   |      | 51   |
| do                          | i 0 | 17   | 1    | 02   |
| do                          | 0   | 071  | 0    | 90   |
| do 6 lbs. beef tongues      | 6   | 50   |      | 00   |
| do                          | 0   | 064  | 29   | 06   |
| do                          | i 0 | 25   | 5    | 00   |
| do $6\frac{1}{2}$ lbs. rope | 0   | 25   | 1    | 63   |
| Total                       |     |      | \$41 | 82   |

Certified.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

The above was furnished to me when we went to Cypress Hills via Forts Shaw and Benton.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

(Copy.)

OLD MAN'S RIVER, 5th January, 1875.

NORTH-WEST MOUNTED POLICE: TO W. S. Wetzel & Co., Dr.

> W. S. WETZEL & Co. Per WEATHERWAX.

Certified correct.

(Signed) JAMES F. McLEOD.

FORT BENTON, M.T., 15th April, 1875. NORTH-WEST MOUNTED POLICE : Bought of J. G. Baker & Co.

|                  |                              | \$   | cts. | \$  | cts. | \$ | cts |
|------------------|------------------------------|------|------|-----|------|----|-----|
| 148              | pairs boots                  | 4    | 50   | 660 | 00   | -  |     |
| 10               | lbs. borax                   | 0    | 50   | 5   | 00   |    |     |
| 1                | doz. whip-lashes             |      |      | 24  | 00   |    |     |
| 31               | lbs. black pepper.           | 0    | 45   | 13  | 95   |    |     |
| 70               | do Japan tea                 |      | 70   | 49  | 00 j |    |     |
| 49               | do 1 chest, choice green tea |      | 25   | 61  | 25   |    |     |
| - 9 <del>]</del> | do ginger, 4-lb. packages    |      | 50   | 4   | 62   |    |     |
| 2                | brls. apples, 408 lbs        | 0    | 22   | 89  | 76   |    |     |
| 2                | doz. assorted butter         |      | 00   | 6   | 00   |    |     |
| 400              | beams.                       | 15   | 00   | 60  | 00   |    |     |
| 800              | lbs. sugar                   | 20   | 00 I | 160 | 00   |    |     |
| 200              | do rice.                     | 15   | 00   | 30  | 00   |    |     |
| 200              | do coffee                    | - 38 | 00   | 76  | 00   |    |     |
| 65               | sacks flour                  | 10   | 00   | 650 | 00   |    |     |

 $188 - 6\frac{1}{2}$ 

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# NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

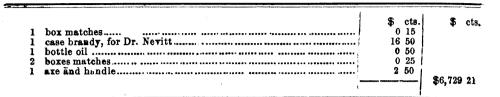
|       |                                                                                                                | \$ cts.                | C ata    | ar sta  |
|-------|----------------------------------------------------------------------------------------------------------------|------------------------|----------|---------|
| 2     | homes condics 190 lbs                                                                                          |                        |          | \$ cts. |
| 3     |                                                                                                                |                        | 36 00    |         |
| 3     | do soap, 180 lbs                                                                                               |                        | 27 00    |         |
| 1     | doz. axes                                                                                                      |                        | 18 00    |         |
| 90    | lbs. desiccated onions                                                                                         |                        | 56 25    |         |
| 2     | kegs nails                                                                                                     | 11 00                  | 22 00    |         |
| .1    | doz. M. S. files                                                                                               |                        | 9 00     |         |
| 3     | . axe helves                                                                                                   |                        | 5 00     |         |
| 2     | gross screws                                                                                                   | 1 25                   | 2 50     |         |
| 2     | doz packages large tacks                                                                                       |                        | 4 00 1   |         |
| 3     | do penholders                                                                                                  | 0 75                   | 2 25     |         |
| 2     | do rubber pencils                                                                                              | 0 75                   | 1 50     |         |
| 3,000 | envelopes                                                                                                      | 6 00                   | 18 00    |         |
| 3     | packages office envelopes                                                                                      |                        | 0 75     |         |
| 2     | large monkey-wrenches                                                                                          |                        | 5 00 1   |         |
| 6     | whitewash brushes                                                                                              |                        | 7 50     |         |
| 5     | paint brushes                                                                                                  |                        | 2 50     |         |
| 1     | doz. balls hardware twine                                                                                      |                        |          |         |
|       |                                                                                                                |                        | 3 00     |         |
| 1     | do balls cotton twine                                                                                          | •••••                  | 3 00     |         |
| 20    | quart cans neatsfoot oil                                                                                       |                        | 20 00    |         |
|       | lbs. mustard                                                                                                   | 0 70                   | 2 45     |         |
| 1     | coil rope (69 feet), $\frac{1}{2}$ twist                                                                       | 0 25                   | 17 25    |         |
| 9     | curry combs                                                                                                    | 0 35                   | 3 15     |         |
| 1     | coil rope (83 feet) $\frac{3}{4}$ twist                                                                        | 0 25                   | 20 75 ,  |         |
| 16    | bottles oil blacking                                                                                           |                        | 4 00     |         |
| 3     | doz. French blacking                                                                                           |                        | 7 50     |         |
|       | do Mason's blacking                                                                                            |                        | 0 75     |         |
|       | lbs. horse-shoe nails                                                                                          |                        | 20 30    |         |
|       | gross 1 <sup>3</sup> / <sub>4</sub> -inch screws                                                               | 1 50                   |          |         |
|       | Bross 12-1000 Serews and and a sere and a sere and a sere and a sere and a sere and a sere and a sere a sere a |                        | 5 62     |         |
| 5     |                                                                                                                | 0 25                   | 1 25     |         |
|       | do emery dust                                                                                                  |                        | 1 00     |         |
| 5     | sacks salt, 1,000 lbs                                                                                          | $0 \ 0.07 \frac{1}{2}$ | 75 00    |         |
| 20    | kegs syrup, 100 gallons.                                                                                       | 10 00                  | 200 00   |         |
| 5     | cases coal oil, 50 gallons                                                                                     | 0 90                   | 45 00    |         |
| 2     | brls. baking powder, 50 dozen                                                                                  | 3 00                   | 150 00   |         |
| 30    | lbs. mustard.                                                                                                  | 0 70                   | 21 00    |         |
| 2     | doz. boxes ginger                                                                                              | 2 00                   | 4 00     |         |
| 1     | do packages blotting paper                                                                                     |                        | 2 25     |         |
| `4    | reams letter paper.                                                                                            | 6 00                   | 24 00    |         |
| 3     | do note paper                                                                                                  | 3 00                   | 9 00     |         |
| 25    | doz. wool socks                                                                                                | 4 00                   | 100 00   |         |
| 6     | do pipes                                                                                                       |                        |          |         |
| 5     |                                                                                                                | 3 00                   | 18 00    |         |
|       | gross pens                                                                                                     |                        | 6 25 '   |         |
| 11    | tarpaulin                                                                                                      | 30 00                  | 330 00   |         |
|       | lbs. oats                                                                                                      | 0 06                   | 1,628 51 |         |
| 3,495 | do potatoes                                                                                                    | 0 06                   | 209 70   |         |
|       | lanterns.                                                                                                      |                        | 10 00    |         |
| 1     | case matches.                                                                                                  |                        | 8 00     |         |
| 10    | pais lineed oil.                                                                                               |                        | 22 50    |         |
| 5     | lbs. lamp black                                                                                                |                        | 1 50     |         |
| 6     | paint brushes,                                                                                                 |                        | 2 25     |         |
|       | kegs horse-shoes                                                                                               | 16 00                  | 80 00    |         |
|       | sack barley, 105 lbs. (seed).                                                                                  | 0 09                   | 9 45     |         |
| 1     | do rye, 141 lbs. (seed)-(sack, 50c.)                                                                           | 0 10                   | 14 60    |         |
|       | ploughs.                                                                                                       | 30 00                  | 60 00    |         |
|       | harrow (3 tarls with seat)                                                                                     |                        | 45 00    |         |
| -     | harrow teeth.                                                                                                  | 0 20                   | 6 60     |         |
| 1.7   | lbs. screws                                                                                                    | 0 60                   | 6 00     |         |
| 3,038 |                                                                                                                |                        |          |         |
| · • · | do bacon                                                                                                       |                        | 668 36   |         |
|       | cotton lines                                                                                                   | 0 75                   | 18 00    |         |
|       | cross-cut saws.                                                                                                | •••••                  | 10 00    |         |
|       | broad axes                                                                                                     |                        | 8 00     |         |
|       | loz. iron rakes                                                                                                | ••••                   | 15 00    |         |
| 1     | do hoes                                                                                                        | •••••                  | 16 50    |         |
| 2 ]   | pairs cross-cut saw handles                                                                                    |                        | 1 50     |         |
| 2     | do broad-axe handles                                                                                           |                        | 1 25     |         |
| 3 8   | heep shears                                                                                                    | 1 75                   | 5 25     |         |
| 1 6   | loz. packages saddler's nails                                                                                  |                        | 3 00     |         |
| `     | do shoe thread                                                                                                 |                        | 0 75     |         |
| 1 1   | boe knife                                                                                                      |                        | 0 75     |         |
| îi    | b. nails                                                                                                       |                        |          |         |
| - 1   |                                                                                                                | •••••                  | 0 50     |         |
|       | 84                                                                                                             |                        |          |         |

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NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

|                                                                              | 1                                     |               |       |
|------------------------------------------------------------------------------|---------------------------------------|---------------|-------|
|                                                                              | \$ cts.                               | \$ cts.       | S cta |
| 30 horse brushes                                                             |                                       | 37 50         |       |
| 1 doz. whip stalks                                                           |                                       | 2 50          |       |
| 521 lbs. fair leather                                                        | 0 65                                  | 34 13         |       |
| 90 do black leather                                                          | 0 65                                  | 58 50         |       |
| 1 rivet/ set                                                                 |                                       | 1 00          |       |
|                                                                              |                                       |               |       |
| gross snaps                                                                  |                                       | 4 00          |       |
| 6 pairs harness needles.                                                     |                                       | 1 50          |       |
| 2 curry combs                                                                |                                       | 1 00          |       |
| 2 sacks peas, 305 lbs. (seed)-(sack, 50c.)                                   | 0 11                                  | <b>3</b> 4 05 |       |
| 3 do wheat, 256 lbs. (seed) do                                               | 0 10                                  | 26 10         |       |
| 3 <sup>1</sup> / <sub>2</sub> do beans (seed)                                | 045                                   | 1 57          |       |
| 3 <sup>1</sup> / <sub>8</sub> do beets (seed)                                | 1 30                                  | 4 06          |       |
| 4 doz. cabbage                                                               |                                       | 1 60          |       |
| 5 <sup>3</sup> lbs cercot seed                                               | 1 55                                  | 8 91          |       |
| $5\frac{3}{4}$ lbs. carrot seed                                              | 0.30                                  | 1 20          |       |
| 4 do lettuce do                                                              |                                       | 1 80          |       |
|                                                                              |                                       |               |       |
| 6 do onions do                                                               |                                       | 2 70          |       |
| 8 qts. do sets                                                               | 0 75                                  | 6 00          |       |
| 7 do peas                                                                    |                                       | 3 85          |       |
| 2 oz. pumpkin seed                                                           | 0 25                                  | 0 50 1        |       |
| 3½ lbs. raddish do                                                           | 1 55                                  | 5 43          |       |
| 3 do turnip do                                                               | 1 05                                  | 3 28          |       |
| 31 do ruta-baga seed                                                         | 1 05                                  | 3 67          |       |
| 46 packages assorted do                                                      | 0 10                                  | 4 60          |       |
| 1 oz. tomato do                                                              | • • •                                 | 0 50          |       |
|                                                                              |                                       | 0 25          |       |
|                                                                              |                                       |               |       |
| 1 do spinach do                                                              |                                       | 0 10          |       |
| 1 do parsley do                                                              |                                       | 0 50          |       |
| 2 do cauliflower do                                                          | 040                                   | 0 80          |       |
| 1 do celery do                                                               |                                       | 0 40          |       |
| 31 lbs. corn                                                                 | 0 45                                  | 1 57          |       |
| 1 oz. raddish seed.                                                          |                                       | 0 20          |       |
| 1 do lettuce do                                                              |                                       | 0 40          |       |
| 1 do cacumber do                                                             |                                       | 0 25          |       |
| $3\frac{1}{2}$ lbs. peas                                                     |                                       | 1 93          |       |
| 1 lb. parsnip seed.                                                          |                                       | 0 80          |       |
|                                                                              |                                       |               |       |
|                                                                              | •••••                                 | 4 00          |       |
| 1 receipt book                                                               |                                       | 2 25          |       |
| 9 quires C.S. D. E. Ledger<br>14 do H.B. cap. books<br>1 doz. pocket pencils | 0 60                                  | 5 40          |       |
| 14 do H.B. cap. books                                                        | 0 50                                  | 7 00          |       |
| 1 doz. pocket pencils                                                        |                                       | 1 25          |       |
| 1 do rubber do                                                               |                                       | 2 25          |       |
| do memorandum books                                                          |                                       | 4 00          |       |
| 6 do assorted memorandum books                                               |                                       | 13 50         |       |
| 12 spools tape                                                               |                                       | 10 00         |       |
| 1 account book                                                               |                                       | 1 75          |       |
| 1 tano lino                                                                  | 1                                     | 5 00          |       |
| 27 kettles                                                                   | 3 00                                  | 81 00         |       |
| 38 pairs lock hobbles                                                        | 4 00                                  |               |       |
|                                                                              | 4 00 1                                | 152 00        |       |
| 3 brooms                                                                     |                                       | 1 50          |       |
| 2 gallons linseed oil                                                        |                                       | 6 00          |       |
| 2 jugs for same                                                              |                                       | 1 00 j        |       |
| Paid freight on drugs of Hale                                                |                                       | 20 58         |       |
| do leather of Mashem                                                         |                                       | 20 00         |       |
| Paid freight on drugs of Hale                                                | •••••                                 | 6 00          |       |
| 1000 lbs. hav, at Badger Creek, for Mr. Walsh                                |                                       | 10 00         |       |
| Paid McKnight for 3 cases soap                                               | · · · · · · · · · · · · · · · · · · · | 1 50          |       |
| do 35 lbs. ham                                                               | 0 25                                  | 8 75          |       |
|                                                                              |                                       | 4 00          |       |
| do 2 do tea                                                                  |                                       | 3 00          |       |
|                                                                              |                                       | 9 00 .        |       |
|                                                                              |                                       | 1 20          |       |
| do 2 seamless sacks                                                          |                                       |               |       |
| do 6 boxes sardines                                                          |                                       | 3 00          |       |
| do 2 cans dried ham                                                          | ······                                | 1 20          |       |
| 63 lbs. sugar for guide and interpreter                                      | 0.20                                  | 1 53          |       |
| 1 do tea                                                                     |                                       | 0 70          |       |
| 1 do tea                                                                     |                                       | 3 00 j        |       |
|                                                                              |                                       | 0 75          |       |
| 42 lbs. oate                                                                 | 0 6 <del>5</del>                      | 9 23          |       |
| 1 bottle wagon oil                                                           |                                       | 0 50          |       |
| - bottle wagon off                                                           |                                       |               |       |
| OU OU                                                                        |                                       |               |       |

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.



Certified.

(Signed) JAMES F. McLEOD, Assistant Commissioner.

FORT BENTON, M.T., 3rd July, 1875.

DELIVERED at Cypress Hills, for NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|      |     |            |                             | \$        | cts.            | \$     | cts.         | \$      | cts.         |
|------|-----|------------|-----------------------------|-----------|-----------------|--------|--------------|---------|--------------|
| May  | 20  | 1          | doz. axes                   |           |                 | 18     | 00           |         |              |
| do   | 20  | 6          | doz. handles                | 5         | 00              | 30     | 00           |         |              |
| do   | 20  | 6          | pair 6-inch strap hinges    | 1         |                 |        | 00           |         |              |
| do   | 20  | 12         | assorted butts              |           |                 | 3      | -00 j        |         |              |
| do   | 20  | 6          | 10-inch strap hinges        |           |                 | 15     | 00           |         |              |
| do   | 20  | 14         | doz. screws                 |           |                 | 1      | 50           |         |              |
| do   | 20  | 213        | lbs. iron bars for chimneys |           |                 | 31     | 95           |         |              |
|      | . i |            | Paid for cutting same       | ' <b></b> |                 |        | 00 1         |         |              |
| do   | 20  | 1          | keg nails                   |           |                 | 9      | 50 1         |         |              |
| do   | 20  | 2          | doz pkgs. assorted tacks    |           |                 | 3      | 00           |         |              |
| do   | 20  | 1          | plough                      |           |                 | 30     | <b>0</b> 0 j |         |              |
| do   | 20  |            | cross-cut saws              |           |                 |        | 00           |         |              |
| do ` | 20  | 53         | boxes hd. bread, 2,376 lbs  | 0         | $13\frac{1}{2}$ | 320    | 76           |         |              |
| do   | 20  | 57         | sacks flour                 | 8         | 50              | 484    | 50           |         |              |
| do   | 20  | 500        | feet lumber                 | ; 8       | 00              | 40     | 00           |         |              |
| do   | 20  | 38,706     | lbs. oats                   | 0         | 06 <del>]</del> | .2,515 | 89           |         |              |
| do   | 20i | <b>6</b> 0 | lbs. sugar                  | 0         | 17              | 10     | 20           |         |              |
| do   | 20  | 1          | chest green tea, 663 lbs    | 1         | 25              | 83     | 33           |         |              |
|      |     |            | Total                       |           |                 |        |              | \$3,624 | <b>1</b> 63° |

Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

FORT BENTON, 18th June, 1875.

DELIVERED at Fort McLeod, for NORTH-WEST MOUNTED POLICE: Bought of J.G. Baker & Co.

| 187      | 15.      |        |                                  | \$  | cts.                 | \$    | cts.           | \$     | cts  |
|----------|----------|--------|----------------------------------|-----|----------------------|-------|----------------|--------|------|
| June     | 15       | 175    | saeks flour                      | 8   | 50                   | 1,487 | 50             |        |      |
| do       |          | 23,568 | lbs. osts                        | 0   | 06 <del>]</del>      | 1,531 | 92             |        |      |
| do       | 15       | 256    | lbs. coffee                      |     | 28                   |       | 68             |        |      |
| dø       | 15       | 324    | lbs, Oolong tea                  |     | 70                   |       | 80             |        |      |
| do       | 15       | 1,600  | lbs. white sugar                 | 0   | 17                   |       | 00             |        |      |
| do       | 15       | 70     | lbs. pepper                      |     | 45                   |       | 50             |        |      |
| do       | 15       | 800    | lbs. beans                       |     | 09 <del>]</del>      |       | <u>5 00</u>    |        |      |
| do       | 15       | 1,000  | lbs. rice                        |     |                      |       | 5 00           |        |      |
| do       | 15       | 35     | kegs syrup, 175 gals             |     | 30                   |       | 50             |        |      |
| do       | 15       | 2      | boxes window glass               | 7   |                      |       | 5 00           |        |      |
| do       | 15       | 12     | cases vegetables                 | 1 1 | 50                   |       | 00             |        |      |
| do       | 15       |        | boxes soap, 1,050 lbs            | 0   |                      |       | 5 50  <br>5 52 |        |      |
| do       | 15       | 40     | boxes hd. bread, 4,152 lbs       | -   | 3 <del>1</del><br>00 |       | 2 50           |        |      |
| do       | 15       |        | doz. brooms                      |     | 00                   |       | 2 50           |        |      |
| do       | 15       |        | keg wrought nails                |     | • ••••               |       | 2 00           |        |      |
| do<br>do | 15       |        | doz. axe helves                  | 5   | 00                   | -     | 5 00           |        |      |
| do       | 15<br>15 | 20     | curry combs .                    |     | 35                   |       | 7 00 İ         |        |      |
| do       | 15       | 20     | lbs beeswax.                     |     |                      |       |                |        |      |
| do       | 15       | 1      | doz. mucilage.                   |     |                      |       | 2 50           |        |      |
| do       | 15       | 1,700  | lbs. potatoes                    |     | 05                   |       | 5 00           |        |      |
| do       | 15       | 1,060  | do salt                          | _   | 07                   |       | 1 20 I         |        |      |
| do       | 15       |        | doz. yeast powders               | 3   | 90                   | 150   | 50             |        |      |
| đo       | 15       | 2      | brls. dried apples, 436 lbs      | Ō   | 18                   | 78    | 3 48           |        |      |
| do       | 15       | 5      | cases coal oil, 50 gals          | Ó   | 90                   |       | 5 00           |        |      |
| do       | 15       | 3      | boxes candles, 120 lbs           | 0   | 30                   | - 30  | 6 00           |        |      |
| đo       | 15       | 12     | lbs pure mustard, ½ lb. tin pkgs | 1   | 25                   | 1     | 5 00           |        |      |
| đo       | 15       |        | lbs. ginger                      | 0   | 50                   | 6     | 0 00           |        |      |
| do       | 15       | ī      | case matches                     |     |                      | i t   | 8 00           |        |      |
| do       | 15       | 4,000  | lbs. bacon                       | 0   | 17                   | 68    | 0 00           |        |      |
| do       | 15       | 150    | lbs. horse-shoe nails            | , 0 | 35                   | 5     | 2 50           |        |      |
| do       | 15       | 5      | gals. turpentine                 | ¦   |                      | 1     | 7 50           |        |      |
| do       | 15       | 1      | doz axes                         |     | <b></b>              | -     | 8 10           |        |      |
| do       | 15       | 2      | hand saws                        |     |                      |       | 4 50           |        |      |
| do       | 15       | 1      | rip saw                          |     |                      |       | 2 50           |        |      |
| do       | 15       | 15     | kegs horse-shoes                 | 11  | 00                   |       | 5 00           |        |      |
| do       | 15       | 4      | pair loek hobbles                |     | 00                   |       | 6 00           | •      |      |
| do       | 15       | 14     | mosq. bars                       | ,   |                      |       | 4 00 j         |        |      |
| do       | 15       | 15     | lbs. pipe clay                   |     | •                    |       | 0 00           |        |      |
| do       | 15       | 12     | cases California condensed food  |     | • • • • • • •        | 17    | 4 00           |        |      |
|          |          |        | Total                            |     |                      |       |                | \$6,58 | 7 10 |

Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Freight on one steam saw mill, from St. Leuis to Fort McLeod, 20,000 lbs. at 5<sup>1</sup>/<sub>2</sub> cents per lb...... \$1,100 00

Certified.

(Signed) JAMES F. McLEOD,

Assistant Commissioner.

FORT BENTON, 15th July, 1875.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| To cash paid<br>do<br>do<br>do<br>do<br>do | Col. McLeod to buy horses<br>S. C. Ashby<br>do<br>George Piatt<br>James Walsh, on account | 2,610<br>425<br>202 | 00<br>50<br>50 |
|--------------------------------------------|-------------------------------------------------------------------------------------------|---------------------|----------------|
|                                            | American currency                                                                         | \$4,317             | 50             |
|                                            | Gold                                                                                      | \$3,925             | 00             |

Vouchers marked "A."

Certified.

(Signed) JAMES F. McLEOD,

Assistant Commissioner.

HELENA, 3rd July, 1875.

### Voucher "A."

NORTH-WEST MOUNTED POLICE: In account with S. C. Ashby.

| June 20       To 2 sorrel horses, Beelves | 187                                                                             | 75.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | \$                                                                                                                     | cts.                                                     |
|-------------------------------------------|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| do 20 1 bay horse, Selway                 | do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>d | 20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20<br>20. | 2       do       do         1       do       do         1       do       do         5       do       do         1       gray mare       do         1       gray mare       do         1       sorrel horse       do         1       bay horse, Bishop.       do         1       borse       do         1       borse       do         1       borse       do         1       borse, David Jones       do         1       borse, David Jones       do         1       borse, Van Camp       do         1       do       do         1       borse, Van Camp       do         1       horse       do         1       horse       do | 200<br>130<br>80<br>400<br>655<br>120<br>85<br>115<br>75<br>75<br>260<br>85<br>110<br>115<br>120<br>80<br>0<br>80<br>0 | 00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00<br>00 |

Received payment in full, of Messrs. J. G. Baker & Co., Benton, Montana.

(Signed) S. C. ASHBY.

Certified.

(Signed) JAMES F. McLEOD, Assistant Commissioner.

MEMORANDUM of Expenses to Beaverhead Co. to buy horses for the North-West Mounted Police, by S. C. Ashby.

| 18   | 75. |                                                                     | \$              | cts. | \$    | cts |
|------|-----|---------------------------------------------------------------------|-----------------|------|-------|-----|
| June | 17  | To Breakfast at Magnolia Hotel                                      | 1               | 00   |       |     |
| do   | 17  | Stage fare to Gafney's, Beaverhead Co                               | 15              | 00   |       |     |
| do   | 17' | Dinner at Capt. Cook's, "Little Woolder"                            | 1 1             | 00   |       |     |
| do   | 17  | Supper. White Hall Station                                          | i ı             | 00 i |       |     |
| do   | 18  | Supper, White Hall Station<br>Bed and breakfast at Gafney's Station | 2               | 00   |       |     |
| do   |     | Horse hire, &c., from Gafney's to Preir & Co.'s                     | 12              | 00   |       |     |
|      | 18  | Toll over Twin Bridges                                              | 2               | 00   |       |     |
| do   | 21  | Paid Wm. Jones for driving horses to Big Hole                       | 10              | 00   |       |     |
| do   |     | do Charles Beehver for collecting horses                            | 36              | 00   |       |     |
| do   |     | do do board of men and self                                         | 11              | 00 1 |       |     |
| do   | 23  | do toll over Twin Bridges for horses                                |                 | 50   |       |     |
| do   | 23  | Dinner for myself and Mexican at S. Star's                          | 2               | 00   |       |     |
| do   | 24  | Night's expenses at Fish Creek                                      | i 6             | 00   |       |     |
| do   | 24  | Dinner for two men at King's Ranch.                                 | 1               | 50   |       |     |
| do   | 26  | Night's expenses at Capt. Cook's                                    | 5               | 00   |       |     |
| do   | 26  | Paid Mexican for driving horses                                     | 25              | 00 1 |       |     |
| do   | 26  | do stage back for Mexican                                           | 15              | 00   |       |     |
| do   | 26  | do Magnolia Hotel bill                                              | 5               | 00   |       |     |
| July | 3   | do Magnolia Hotel bill<br>do meals for men                          | 7               | 50   |       |     |
| do   | 3   | Handed Bullard to pay for meals to B.                               | 10              | 00   |       |     |
| do   | 3   | Paid Mexican for labor                                              | ĩ               | 00   |       |     |
|      |     |                                                                     |                 |      | \$175 | 50  |
|      | Í   | Commission for buying horses                                        |                 |      |       | 00  |
|      |     | Total                                                               | ··· <b>····</b> | -    | \$425 | 50  |

Received above amount in full of Messrs. J. G. Baker & Co., Benton, M. T.

S. C. ASHBY.

Certified.

JAMES F. MCLEOD,

Asst. Commissioner.

NORTH-WEST MOUNTED POLICE, per S. C. Ashby: To Geo. H. Piatt, Dr.

| do 30       do buggy       do anness |  | 3 00<br>13 00<br>126 00<br>25 50<br>18 00<br>10 00 | do         25         26 horses to hay. |
|--------------------------------------|--|----------------------------------------------------|-----------------------------------------|
|--------------------------------------|--|----------------------------------------------------|-----------------------------------------|

Certified.

JAMES F. McLEOD,

Asst. Commissioner.

HELENA, M T., July 5th, 1875.

NORTH-WEST MOUNTED POLICE OF CANADA: To Geo. H. Piatt. To five horses bought by Asst. Com. McLeod for above force...... \$575 00 Received payment. GEORGE H. PIATT. HELENA, June 26th, 1875. NORTH-WEST MOUNTED POLICE OF CANADA: TO Chas. E. Williams, Dr. To four horses bought by Asst. Commissioner McLeod...... \$440 00 Received payment. CHAS. E. WILLIAMS. HELENA, June 21st, 1875. NORTH-WEST MOUNTED POLICE: To James P. Walsh, Dr. 1875. \$ 6 00 June 26.—To making brand, MP..... 58 50 July 1.—To shoeing 19 horses and 2 shoes ..... \$64 50 Received payment. J. P. WALSH. Certified. JAMES F. McLEOD, Asst. Commissioner. HELENA, July 6th, 1875.

U. S. 1875. Service. Amount. Currency. cts. cts. \$ \$ To S. Con. Leonard & Sinclair ...... 10 00 Steamboat fare to Bismarck ..... 25 00 Meals .... 10 65 19 80 Fare to Fargo, rail ...... Board, Winnipeg 16 50 \$89 93 Add 151 on \$16.50 difference, in currency..... 2 47 Carried forward ..... \$92 40

NORTH-WEST MOUNTED POLICE: In account with Inspector Crozier, Cr.

### NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| 1875.   | Service.        | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Currency. |
|---------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|
| <br> Tc | Brought forward | 50 00<br>4 00<br>50 50<br>50<br>3 75<br>3 00<br>5 50<br>4 00<br>8 25<br>2 25<br>3 00<br>7 25<br>7 50<br>4 50<br>60 00<br>1 00<br>6 50<br>3 00<br>6 50<br>1 00<br>6 50<br>1 00<br>6 50<br>1 00<br>1 cts.   |

\* This amount Walsh drew at Fort Shaw to pay expenses on way here and back in March.

Certified.

(Signed)

JAMES F. McLEOD. Assistant Commissioner.

(Gold, \$342.03.)

HELENA, 15th July, 1875.

(Copy.)

FORT MCLEOD, N.-W.T., 25th June, 1875.

J. M. WINDER,

Please pay L. C. Baker six dollars, U.S. currency, for carrying mail to Benton, and charge to the Police Accounts.

(Gold, \$5.46.)

Messrs. J. G. BAKEB & Co. Benton, M.T.

Messrs. J. G. BAKER & Co.

SIRs,-Please pay D. L. Shafer, Esq., or bearer, the sum of forty-five dollars,. (\$45), for one set harness, for G. Potts, guide, and charge to account of North-West Mounted Police.

(Signed)

J. M. WALSH, Inspector, N.-W.M.

TETON RIVER.

Insp. Commanding.

### (Signed)

SPECIAL MANIFEST of Merchandise in Bond, laden on car No. 2,136 of the Northern Pacific Railroad, at Duluth, for Transportation and Exportation to Fort McLeod, through the United States, by way of Bismarck and Fort Benton.

| Marks.                                                      | Number.                                                      | Packages.             | Contents. | Consigner.       | Consignee.    |
|-------------------------------------------------------------|--------------------------------------------------------------|-----------------------|-----------|------------------|---------------|
| Assistant Commissioner McLeod,<br>Fort McLeod,<br>Manitoba. | 5, 10<br>11, 13<br>14, 15<br>19, 19<br>1, 1, 2<br>7, 12<br>3 | 16<br>Boxes no number |           | A. S. Chase, 142 | As per marks. |

To be signed by shipper.

(Signed)

A. S. CHASE, Port of Duluth.

BISMARCK, D.T., 23rd June, 1875.

Packages found in good order and according to manifest. Transferred by me from car 2,136 North Pacific Railroad to steamer "Key West," for Carroll, thence by steamer to Fort Benton.

(Signed)

HENRY F. DOUGLAS, Inspector of Customs.

CUSTOM HOUSE, 17th June, 1875.

I certify that the packages above described have been laden upon the car specified, and that the said car has been duly secured and sealed, as appears from the Inspector's certificate filed at the Custom House.

[Signed]

E. C. JONES, Deputy Collector. GEO. W. CASS, Receiver.

### NORTHERN PACIFIC RAILROAD,

No. 675.

BISMARCK, 22nd June, 1875.

Manifest of merchandise shipped in apparent good order, or condition noted, by Northern Pacific Railroad, on board the whereof

is Master, now lying in the port of Bismarck, and bound for the following articles, as here marked and described, to be delivered in like good order and condition as addressed on the margin, or to his or their assigns or consignees, upon the payment of the freight and charges as noted below (the dangers of navigation, fire and collision only excepted).

In witness whereof the Master or Clerk of said vessel hath affirmed to two bills of lading, both of this tenor and date, one of which being accomplished the other to stand void.

(Signed)

JOHN DAVIDSON, Agent.

| Where<br>from.       | W. B. | Date.   | Consignee<br>and<br>Destination. | Description<br>of<br>Articles. | Weight. | Rate.        | N.P.R.RFreight. | Advanced Charges. | Total to collect. |
|----------------------|-------|---------|----------------------------------|--------------------------------|---------|--------------|-----------------|-------------------|-------------------|
| Duluth<br>Car 2,136. | 186   | June 17 |                                  | 16 packages                    |         |              | 150 00          | 895               |                   |
|                      |       | C       | <b>.</b>                         |                                |         | <b>8</b> 4 1 | ۱ <u> </u>      |                   | \$178 43          |

| С. П        | \$4 | 10 |
|-------------|-----|----|
| Broker      | 3   | 00 |
| Storekeeper | 1   | 85 |
|             |     |    |
|             | \$8 | 95 |

(Bond 142.)

FORT BENTON, M.T., 4th August, 1875.

NORTH-WEST MOUNTED POLICE: In account with John Kennedy, Dr.

Received payment of J. G. Baker & Co.

(Signed)

J. J. KENNEDY.

FORT BENTON, M.T., 17th August, 1875.

NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co.

Passages for Capt. W. Wynder, Private Brooks, Private Leggatt and Private Cook, from Benton to Bismarck...... \$160 00

(Signed)

H. J. KING, Clerk, Steamer "Chas. W. Mead."

Approved. (Signed)

W. WINDER, Inspector.

FORT McLEOD, 18th September, 1875.

Received of Messrs. J. G. Baker & Co., fifty dollars (\$50) for transportation of two members N.-W. M. P. to Fort Benton.

(Signed)

ALEXANDER A. KIDD.

FORT BENTON, 7th August, 1875.

NORTH-WEST MOUNTED POLICE: In account with Geo. Honk.

To trip to Fort McLeod, as per contract for hauling ...... \$100 00 Received payment of J. G. Baker & Co.

(Signed) GEO. W. HONK.

NORTH-WEST MOUNTED POLICE: In account with Pat. Coughlin.

Received payment of J. G. Baker & Co., August 3, 1875.

(Signed) PATRICK COUGHLIN.

FORT BENTON, 4th August, 1875.

NORTH-WEST MOUNTED POLICE: In account with Peter Provost.

Received payment of J. G. Baker & Co.

PETER PROVOST.

(Signed)

Hauling goods and troops to Fort McLeod, as per agreement with J. G. Baker & Co..... \$100 00 Received payment of J. (4. Baker & Co., 3rd Aug., 1875. (Signed) JOHN LAMOTTE. NORTH-WEST MOUNTED POLICE: In account with James W. Brown. To hauling goods, troops, &c., from Fort Benton to Fort McLeod...... \$200 00 Cr. By damages assessed on oats..... 3 50 \$196 50 Received payment of J. G. Baker & Co., 5th Aug., 1875. (Signed) JAMES W. BROWN.

NORTH-WEST MOUNTED POLICE: In account with John Lamotte.

HELENA, M.T., 28th July, 1875.

Messrs. J. G. BAKER & Co.: Bought of T. C. Power & Co.

1 four-spring wagon..... \$250 00

Received payment.

(Signed) T. C. POWER & Co.

THE GOVERNMENT OF THE DOMINION OF CANADA, per James F. McLeod, Assistant Commissioner, &c.: To M. C. Page, Dr.

1875 .-- For services rendered as Attorney and of Counsel for said Government, in the examination before Special Commissioner W. E. Cullen, Esq., of Thomas Hardwick, John Evans, — Deveraux, Charles Harper and Trevanion Hale, charged with the murder of Assinaboine Indians at Cypress Mountain, in the North-West Territories-a case arising under the Extradition Treaty (according to the decision of Judge Wade, hereto annexed)...... \$2,500 00 Interest from 9th Aug., 1875, the date of Judge Wade's award....

Total.....

Received payment of J.G. Baker & Co., 3rd Sept., 1875.

(Signed) 95

MERKITT C. PAGE.

UNITED STATES of America. Territory of Montana, County of Lewis and Clarke. S. S.

It appearing to me, from the affidavit of Merritt C. Page, late Attorney, and of Counsel for the Government of the Dominion of Canada, in the matter for the extradition of Thomas Hardwick and others, in which an examination was held before W. E. Cullen, Esq., Special Commissioner, that it was agreed by and between the said Merritt C. Page and James F. McLeod, acting on behalf of said Government, that the amount of his fee for such services as Attorney and Counsel in said case should be fixed by me; and it further appearing from the sworn statements of Counsel learned in the law and conversant with the matter of said services, and from the proofs and exhibits, before me, that such services were reasonably worth the sum of twenty-five hundred dollars, and that such sum would be a just and reasonable fee for his said services rendered therein. I therefore, by reason of such evidence, fix and determine the fee of said Merritt C. Page, for his services rendered to the Government of the Dominion of Canada, in the recent examination before Special Commissioner W. E. Cullen, of Thomas Hardwick and others, under the Acts of Congress relating to extradition and under the Treaty with Great Britain, at the sum of twentyfive hundred dollars.

Witness my hand at Helena, Montana, this 9th day of August, A.D. 1875.

(Signed) DECIUS S. WADE, Chief Justice of the Supreme Court of Montana Territory.

TERRITORY of Montana, County of Lewis and Clarke.

S. S.

This is to certify that the foregoing is a true copy of the decision or order on file in my office, made and signed by me.

Dated Helena, Montana, August 27th, 1875.

(Signed) DECIUS S. WADE,

Chief Justice, Supreme Court, Montana

Col. McLEOD, Commanding B. M. Pelice: To John S. Wood, Dr.

Received at Blackfeet Agency, M.T., from J. G. Baker, the sum of eighty-eight dollars in full of above account.

(Signed) JOHN S. WOOD.

FORT BENTON, 23rd August, 1875.

NORTH-WEST MOUNTED POLICE: TO H. E. Bond.

Aug. 15.—To 2 bottles of brandy for invalid Brooks, at \$2.50..... \$5 00 Received payment of J. G. Baker & Co.

(Signed) H. E. BOND.

A. 1879

42 Victoria.

FORT BENTON, August 19th, 1875.

NORTH-WEST MOUNTED POLICE : To George Croff.

6 meals at restaurant for herder...... \$4 50

Received payment of J. G. BAKEB & Co.,

(Signed) G. A. CROFF.

FORT BENTON, M.T.

NORTH-WEST MOUNTED POLICE : To Overland Hotel.

August 16th .--- Board for policemen ...... \$38 23

(Signed) ROWE & BRO.

SUN RIVER, 12th January, 1875.

Messrs. J. G. BAKER & Co.

SIRS,-Please pay John Largent, Esq., the sum of twenty-five dollars (\$25.00) and charge to account of North-West Mounted Police, and oblige.

> (Signed) J. M. WALSH, Superintendent and Inspector.

J. G. BAKER & Co.: To Steamer "Benton," Dr.

Balance passage, A. Oliver and M. Gallagher, North-West Mounted Police..... \$3 00

(Signed) A. OLIVER.

FORT BENTON, M.T., 7th August, 1875.

NORTH-WEST MOUNTED POLICE: In account with Gilmer & Salisbery.

To passage of F. Montague, from Fort Benton to Helena... \$20 00 Received payment of J. G. Baker & Co.

> GILMER & SALISBERY. (Signed) per POWER & BRO., Agents.

Montague assisted to bring band of horses from Helena.

J. F. M. (Signed)

188-7

97

FORT BENTON, 1875.

HELENA, M.T., 18th July, 1875.

Major McLEOD: Bought of Charles Markham.

| July 2nd | 1<br>2<br>3   | 00<br>50<br>00 |
|----------|---------------|----------------|
| Total    | <b>\$</b> 158 | 00             |

#### Messrs. J. G. BAKER & Co.

Please pay the above bill and charge to North-West Mounted Police, general account.

(Signed) JAMES F. McLEOD,

Assistant Commissioner.

FORT McLEOD, 6th July, 1875.

J. G. BAKER & Co., Benton.

Please pay bearer, Hiram Baker, five dollars, U.S. currency, for carrying mail to Benton and charge to Police account.

(Signed) W. WINDER,

Inspector.

FORT BENTON, 9th July, 1875.

NORTH-WEST MOUNTED POLICE : TO F. H. Eastman, Dr.

Received payment by J.G. Baker & Co.

(Signod) F. H. EASTMAN.

## NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|      |          |                                                         | Curr               | ency.      |
|------|----------|---------------------------------------------------------|--------------------|------------|
| Da   | te.      | Service.                                                | Amount.            | Total.     |
| 187  | 15.      |                                                         | \$ cts.            | \$ ets     |
| Inly | 31       | Paid F. H. Eastman, rent of fort.                       | 50 00              |            |
|      | 31       | Baker, for carrying mails                               | 5 00               |            |
|      | 31       | Ryan, for expenses                                      | 20 00              |            |
|      | 31       | Restaurant, for two meals.                              | 1 50               |            |
| do   | 31       | Chas. Markham.                                          | 158 00             |            |
| do   | 31       |                                                         | 1 25               |            |
| do   | 31       | Kruger, for meals                                       | 8 50               |            |
| do   | 31       | Spitzley do                                             | 4 00               |            |
| do   | 31       | Montague's fare, Benton to Helena                       | 20 00              |            |
| do   | 31       | Steamer "Benton," balance due on passage, Oliver and    |                    |            |
|      | 4        | Gallagher                                               |                    |            |
|      | 31       | Order of Major Walsh in favor of Largent                | 25 00              |            |
|      | 31       |                                                         | 38 25              |            |
|      | 31       | Geo. Croff, board for herders                           | 4 50               |            |
|      | 31       |                                                         | 5 00               |            |
|      | 31       |                                                         | 88 00              |            |
|      | 31       | M. C. Page, Attorney, fees in extradition case          | 2,500 00<br>250 00 |            |
|      | 31       | T. O. Power & Bro., for wagon                           | 196 50             |            |
|      | 31       |                                                         | 100 00             |            |
|      | 31       |                                                         | 100 00             |            |
|      | 31       | <b>uu uu uu uu</b>                                      | 100 CO             |            |
|      | 31       |                                                         | 100 00             |            |
|      | 31       | 40                                                      |                    |            |
| uu   | <i>o</i> | McLeud to Fort Benton                                   | 50 00              |            |
| do   | 31       | Steamer "Mead," transportation of four men, Benton to   |                    |            |
| , uu | 31       | Rismarck.                                               | 160 00             |            |
| do   | 31       | J. Kennedy, transportation of eleven men and 5,014 lbs. |                    |            |
| uv   | 01       | baggage to Cypress Mountain.                            | 300 00             |            |
| do   | 31       | Transportation of goods on Steamer "Benton"             | 312 36             |            |
|      | 31       | Set of harness for Jerry Potts, 11th November, 1874     |                    |            |
|      | 01       |                                                         |                    | \$4,645 86 |
|      |          | Gold                                                    |                    | \$4,222 84 |

Certified.

(Signed) JAMES F. MoLEOD,

Assistant Commissioner.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| Date. |    | Service. |         |             | Gold.                                  |                                 |     |  |
|-------|----|----------|---------|-------------|----------------------------------------|---------------------------------|-----|--|
|       |    |          |         |             | •                                      | Amount.                         |     |  |
| 18    |    |          |         | j <b>\$</b> | cts.                                   | \$                              | cts |  |
|       | 31 | đo<br>do | saddles | 0<br>0<br>0 | 021<br>022<br>021<br>021<br>022<br>022 | 9<br>147<br>102<br>29<br>3<br>3 |     |  |
|       |    |          |         |             | 1                                      | \$397                           | 45  |  |

Certified.

(Signed) JAMES F. McLEOD,

Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Goods furnished men in Benton.

|      | !    |                                           |      | · · · |          |              | 1  |     |
|------|------|-------------------------------------------|------|-------|----------|--------------|----|-----|
| 18   | 75.  |                                           | \$   | cts.  | \$       | cts.         | \$ | cts |
| Julờ | 10'T | To 549 lbs. bread                         |      |       | 7        | 1 00         | 1  | 4   |
| dø   | 10   | 29 do biscuit                             |      |       |          | 3 92         |    |     |
| do   | 10   | 486 do beef                               |      |       | 7        | 2 97         |    |     |
| do   | 10   | 71 do pork                                |      |       | 1        | 2 07         | 1  |     |
| do   | 10   | 395 do potatoes                           |      |       | <u> </u> | 382          | i  |     |
| do   | 10   | 40 do tea                                 | •••• | 1     | 2        | B 00         | 1  |     |
| do   | 10'  | 65} lbs. sugar                            |      |       | 1        | 1 18         | 1  |     |
| do   | 10'  | 1 do pepper                               |      |       |          | 020          |    |     |
| do   | 10   | 20 do salt                                |      |       |          | 140          | 1  |     |
| do   | 10   | 33 tin plates                             |      |       |          | 5 50         |    |     |
| do   | 10   | 33 knives and forks                       |      |       | -        | 650          | 1  |     |
| do   | 10   | 33 spoons                                 | •••  | ••••• |          | 275          | ļ  |     |
| do   | 10   | 33 tin cups                               |      |       |          | 6 <b>6</b> 0 | 1  |     |
| do   | 10   | 10 yds. towelling                         |      |       |          | 2 50         | 1  |     |
| do   | 10   | * 18 lbs. soap                            |      |       |          | 1 98         | 1  |     |
| do   | 10   | 2 boxes matches                           |      |       |          | 25           | 1  |     |
| do   | 10   | 2 wash basina                             |      |       |          | 2 00         | 1  |     |
| do   | 10   | 1 flesh fork                              |      |       |          | 50           | 1  |     |
| do   | 10   | l butcher knife                           |      |       |          | L 00         |    |     |
| do   | 10   | 1 memorandum book                         |      |       |          | 50           |    |     |
| do   | 10   | 2 tin plates                              |      |       |          | 2 50         | 1  |     |
| do   | 10   | 1 scrub brush                             |      |       |          | 50           | 1  |     |
| do   | 10   | 1 axe and handle.                         |      |       |          | 2 50         | 1  |     |
| đo   | 10   | 2 cans condensed milk                     |      |       |          | 35           | 1  |     |
| do   | 10j  | 1 cord wood                               |      |       |          | 00           | 1  |     |
| do   | 10   | 1 dipper                                  |      |       |          | 50           |    |     |
| do   | 10   | 1 lb. twine                               |      |       |          | ) 50         |    |     |
| do   | 10   | 4 <sup>2</sup> / <sub>8</sub> doz. towels | 4    | 00    |          | 67           | 1  |     |
| do   | 10   | 17 lbs. soap.                             |      |       |          | 87           | 1  |     |
| do   | 10   | 2 boxes hard bread, 161 lbs               |      |       |          | 73           | 1  |     |
| do   | 10   | 10 lbs. tea                               | 0    |       |          | 00           | 1  |     |
| مە   | 10   | 19 do sugar                               | 0    | 17    | 1        | : 23         | 1  |     |

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| North-West | MOUNTED | Police: | In account | with J. | G. | Baker | & ( | Co. |
|------------|---------|---------|------------|---------|----|-------|-----|-----|
|            |         |         |            |         |    |       |     |     |

| 18       | 75.               |                                                                  | \$ cts.           | \$ cts                          | 1.        |
|----------|-------------------|------------------------------------------------------------------|-------------------|---------------------------------|-----------|
| uly      | 10                | To 1 can pepper                                                  | <b> </b>          | 0 25                            | 1         |
| do       | 10                |                                                                  | 0 037             | 0 70                            |           |
| do       | 10                | 2 large camp kettles                                             | 3 00              | 6 00                            |           |
| lo       | 10.               | 2 frying pans                                                    | 1 50              | 3 00                            | 1         |
| lo       | 10                | 1 axe handle                                                     |                   | 2 50                            | •         |
| lo       | 19                | l lantern                                                        |                   | 2 00                            | 1         |
| lo       | 10                | 1 lb. candles                                                    |                   | 0 30                            | 1         |
| lo       | 10                | 1 doz. boxes matches                                             |                   | 1 50                            | }         |
| lo       | 10                | 19 lbs. pecans (beans)                                           |                   | 3 70                            | 1         |
| lo       | 10                | 150 do bacon                                                     | 0 17              | 25 50                           | 1         |
| lo       | 10                | 2 seamless sacks                                                 |                   | 1 00                            | 1         |
| la       | 10                | 10 lbs. salt.                                                    |                   | 0 70                            | 1         |
| lo<br>lo | 10                | 33 musquito bars                                                 | 0 75              | 24 75                           | 1         |
| lo       | 10<br>10          | 4 bags hard bread, 426 lbs                                       | 013<br>017        | 57 51<br>66 30                  | 1         |
| lo       | 10                | 24 do Uolong tea                                                 | 0 70              | 16 80                           | 1         |
| 0        | 10                | 50 do sugar                                                      | 0 17              | 8 50                            |           |
| lo       | 10                | l can pepper                                                     |                   | 0 20                            |           |
| lo       | 10                | 50 lbs. potatoes                                                 | 0 03 <del>]</del> | 1 75                            |           |
| 0        | 10                | 50 do beans                                                      | 0 094             | 4 75                            |           |
| 0        | 10                | 10 do salt                                                       | 0 07              | 0 70                            |           |
| 0        | 10                | 4 large camp kettles                                             | 3 00              | 12 00                           |           |
| 0        | 10                | 1 lantern.                                                       |                   | 2 00                            |           |
| Q        | 10                | 3 frying pans                                                    | 1 50 1            | 4 5)                            |           |
| 0        | 10                | 1 lb. candles                                                    |                   | 0 30                            |           |
| 0        | 10;               | 1 case matches, 2 doz. boxes                                     |                   | 3 00                            |           |
| 0        | 10                | 1 pair counter scales                                            |                   | 20 00                           |           |
| 0        | 10                | 15 pair counter lock hobbles                                     | 4 00              | 60 00                           |           |
| 0        | 10                | 71 lbs. rope                                                     | 0 25              | 1 88                            |           |
| 0        | 10                | 350 do oats                                                      |                   | 204 75                          |           |
| 0        | 10                | 1 ball twine                                                     | •••••••           | 0 50                            |           |
| 10<br>10 | 10i               | 1 keg                                                            |                   | 2 00                            |           |
| 0        | 10 <br>1 <b>0</b> | 11 yds. cotton                                                   | 0 20              | 0 25                            |           |
| 0        | 10                | 2 <sup>3</sup> doz. nose bags<br>6 water kegs                    | 2 00              | 41 25<br>12 00                  |           |
| õ        | 10                | Oats and hay to feed horses                                      |                   | 10 00                           |           |
| ıg.      | 14                | 1 memorandum book                                                |                   | 0 75                            | \$1,010 8 |
| 0        | 14                | Penholders and envelopes                                         |                   | 1 00                            |           |
| 0        | 14                | 1 lb. soap for Oliver and Gallagher                              |                   | 0 11                            |           |
| 0        | 14                | 29 lbs. soda crackers                                            | 0 20              | 5 80                            |           |
| 0        | 14                | Tea                                                              |                   | 0 70                            |           |
| 0        | 14                | 1 coffee pot                                                     |                   | 1 50                            |           |
| 0        | 14                | l fry nen                                                        |                   | 1 50                            |           |
| 0        | 14                | 2 Distes                                                         |                   | 0 50                            |           |
| 0        | 14                | 1 knife                                                          |                   | 1 00                            |           |
| 0        | 14                | 5 lbs. sugar                                                     |                   | 0 85                            |           |
| 0        | 14                | 12 do bacon                                                      | 0 17              | 2 04                            |           |
| D        | 14                | 1 box matches                                                    |                   | 0 15                            |           |
| 0        | 11                | 1 water keg                                                      |                   | 2 00                            |           |
| )<br>)   | 14                | 3 cans condensed milk                                            |                   | 1 50                            |           |
| )<br>)   | 34                | 1 bottle pickles                                                 | •••••••           | 1 00                            |           |
| 2        | 14                | 5 lbs. cheese<br>Passage, Messrs. Oliver and Gallagher to McLeod | ··· ••••••• }     | 1 50<br>10 00                   |           |
| ,<br>,   | 14 <br>14         | rassage, messrs. Unver and Ganagher to McLeod                    | 0 21              | <b>10 00 :</b><br><b>2 94 :</b> |           |
| 5        |                   | 14 lbs. ham                                                      | 0 15              | 3 00                            |           |
| 5        | 14 <br>14         | 20 do crackers                                                   | 0 17              | 0 34                            |           |
|          | 141               | 2 do sugar                                                       | 0 063             | 5 20                            |           |
| -        |                   | 1 sack, 80 lbs                                                   | 0.002             |                                 | \$43 8    |
|          | ·                 |                                                                  |                   | 1                               |           |
|          |                   |                                                                  |                   |                                 | \$1,054 2 |

Certified.

J. F. McLEOD, Assistant Commissioner.

# NOBTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Fort McLeod.

| Da       | te.      | Quantity and Description. |                                                | Rate.   | Amount.        | Total. |
|----------|----------|---------------------------|------------------------------------------------|---------|----------------|--------|
| 18       |          |                           |                                                | \$ cts. | \$ cts.        | \$ ets |
| Aug.     | 14       | To 1                      | cut saw                                        |         | 2 50           |        |
| do<br>do | 14<br>14 | 1                         | rip do                                         |         | 2 00 1 50      |        |
| do       | 14       | î                         | adze.                                          |         | 2 50           |        |
| do       | 14       | . 1                       | steel square                                   |         | 3 00  <br>3 00 |        |
| do<br>do | 14       | 1                         | spirit level                                   |         | 2 50           | s .    |
| do       | 14       | 2                         | smooth. planes<br>bevel squares                |         | 2 50           |        |
| do<br>do | 14       | $\frac{2}{1}$             | pair set compasses                             | •••••   | 2 50<br>1 50   |        |
| do       | 14       | 1                         | pair s. saw set                                |         | 1 00           |        |
| do       | 14       | 1                         | oil stone                                      |         | 1 50           |        |
| do<br>do | 14       | 1                         | steel gauge do                                 | ••••••  | 1 00 0 50      |        |
| do       | 14       | î                         | hand saw                                       |         | 2 00           |        |
| do       | 14       | 1                         | pair match planes                              |         | 3 00<br>0 75   |        |
| do<br>do | 14       | 1                         | rabbet do                                      |         | 0 75           |        |
| do       | 14       | i                         | rabbet do                                      |         | 1 50           |        |
| do       | 14       | 1                         | tri. square                                    |         | 0 75 1         |        |
| do<br>do | 14<br>14 | 1                         | oil-can<br>scratch-awl                         | ****    | 1 00           |        |
| do       | 14       | 1                         | jack-plane.                                    |         | 5 00           |        |
| do       | 14       | 1                         | steel square.                                  |         | 3 00           |        |
| do<br>do | 14<br>14 | 5                         | chisels<br>hatchets                            |         | 6 25   3 00    |        |
| do       | 14       | 2                         | hammers                                        |         | 3 00           |        |
| do       | 14       | 1                         | cross-cut saw                                  |         | 2 00           |        |
| do<br>do | 14<br>14 | 9<br>1                    | saw files<br>large monkey wrench               |         | 2 00           |        |
| do       | 14       | i                         | small do do                                    |         | 1 25           |        |
| do       | 14       | 1                         | steel sonare                                   |         | 3 00 6 00      |        |
| do<br>do | 14       | 10<br>2                   | rabbet metal<br>1-pint oil-cans                |         | 1 50           |        |
| đo       | 14       | ĩ                         | 8 oz. hammer                                   |         | 1 50           |        |
| do       | 14       | 2                         | 2-foot rules<br>shoeing knives                 |         | 2 00 3 00      |        |
| do<br>do | 14<br>14 | 6<br>2                    | do hammers                                     |         | 3 00           |        |
| do       | 14       | ĩ                         | gallon linseed oil and 1 can                   |         | 4 00           |        |
| do       | 14       | 1                         | lh. 1-in. copper rivets                        |         | 1 50<br>4 25   |        |
| do<br>do | 14<br>14 | 1                         | bar <sup>2</sup> / <sub>4</sub> steel          |         | 1 50           |        |
| do       | 14       | î                         | saddler's horse                                |         | 7 50           |        |
| do       | 14       | 1                         | cutting gauge                                  |         | 3 00           |        |
| do<br>do | 14       | 1                         | dozen needles                                  |         | 1.00           |        |
| do       | 11       | 3                         | point awl hafts                                |         | 4 50           |        |
| do       | 14       | 1                         | rivet set                                      |         | 1 00           |        |
| do<br>do | 14       | 1 2                       | dozen saddler's thread<br>str. awls (assorted) | i       | 1 00           |        |
| do       | 14       |                           | tool for trimming edge                         |         | 1 00           |        |
| do       | 14       | 1                         | iron creaser                                   |         | 1 00 1         |        |
| do<br>do | 14       | 16                        | pair moccasins assorted punches                | ******  | 4 00           |        |
| đo       | 14       | ĭ                         | dink (marking wheel)                           |         | 1 00           |        |
| do       | 14       | 2                         | black wax                                      | 5 00    | 1 50           |        |
| do<br>do | 14       | 2<br>10                   | ths. solder                                    | 0 30    | 3 00           |        |
| do       | 14       | 1                         | monkey wrench                                  |         | 1 25           |        |
| do       | 14       | 1                         | case brandy                                    |         | 24 00          |        |
| do<br>do | 14       | 1                         | iodi. potash                                   | *****   | 6 00           |        |

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|          |          |                           | Fort McLeod.                                      |                           |                                                           |         |  |
|----------|----------|---------------------------|---------------------------------------------------|---------------------------|-----------------------------------------------------------|---------|--|
| Da       | .te.     | Quantity and Description. |                                                   | Rate.                     | Amount.                                                   | Total.  |  |
|          |          |                           |                                                   |                           |                                                           |         |  |
| 18       | 75.      |                           |                                                   | \$ cts.                   | \$ cts.                                                   | \$ cts. |  |
|          |          | To 1                      | bromide potash                                    |                           | 1 50                                                      |         |  |
| do<br>do | 14<br>14 | $\frac{1}{2}$             | oz. silver stick                                  |                           | 0 50  <br>3 00                                            |         |  |
| do       | 14       | 4                         | lb. bicarb. soda                                  |                           | 1 00                                                      |         |  |
| do       | 14       | 10                        | do epsom saltz                                    |                           | 2 50                                                      |         |  |
| do<br>do | 14<br>14 | 4<br>4                    | oz. hy irate chloral<br>do pulv. opium            |                           | $   \begin{array}{c}     1 50 \\     3 20   \end{array} $ |         |  |
| do       | 14       | $\hat{2}$                 | lbs. tr. do                                       |                           | 5 00                                                      |         |  |
| do       | 14       | 2                         | oz. ex. do                                        |                           | 5 00                                                      |         |  |
| do<br>do | 14<br>14 | 2<br>4                    | lbs. tr. 1 camphor                                | 3 50                      | 3 00  <br>14 00                                           |         |  |
| do       | 14       | 2                         | lbs. gum camphor                                  |                           | 2 00                                                      |         |  |
| do       | 14       | 4                         | oz. pulv. ipecac                                  |                           | 1 00                                                      |         |  |
| do<br>do | 14<br>14 | 1                         | lb. tr. belladonna<br>do iodine                   |                           | 1 50                                                      |         |  |
| do       | 14       | i                         | do arnica                                         |                           | 4 00                                                      |         |  |
| do       | 14       | 1                         | do nox. vomi                                      |                           | 1 00                                                      |         |  |
| do<br>do | 14<br>14 | 2<br>1                    | do hyoscyamus do ammonia                          |                           | 2 00<br>1 00                                              |         |  |
| do       | 14       | i                         | do collodion                                      |                           | 2 00                                                      |         |  |
| do       | 14       | 2                         | do glycerine                                      |                           | 2 50                                                      |         |  |
| do       | 14<br>14 | 6                         | do castor oil                                     | •••••                     | 6 00                                                      |         |  |
| do<br>do | 14       | 1                         | doz. seidlitz powders                             |                           | 5 00<br>10 00                                             |         |  |
| do       | 14       | 5                         | yards adhesive plaster                            |                           | 5 00                                                      |         |  |
| do       | 14       | 1                         | oz. cyodute                                       |                           | 0 75                                                      |         |  |
| do<br>do | 14       | 1                         | doz. oint. boxes do oint. iodine                  |                           | 0 25 0 75                                                 |         |  |
| do       | 14       | 13                        | bottle gargling oil                               |                           | 0 50                                                      |         |  |
| do       | 14       | 6                         | do castor oil                                     | 0 50                      | 3 00                                                      |         |  |
| do<br>do | 14       | 6<br>25                   | do vermilion                                      |                           | 4 50<br>6 50                                              |         |  |
| do       | 14       | 25                        | do emery dust                                     |                           | 1 75                                                      |         |  |
| do       | 14       | 7                         | ax. coffee, 911 lbs                               | 0 28                      | 255 08                                                    |         |  |
| do<br>do | 14<br>14 | 4                         | chests tea, 178 lbs                               | 070<br>045                | 124 60<br>47 25                                           |         |  |
| do       | 14       | 5                         | do beans, 500 lbs                                 | 0 091                     | 47 50                                                     |         |  |
| do       | 14       | 10                        | do rice, 1000 lbs                                 | 0 141                     | 145 00                                                    |         |  |
| do<br>do | 14<br>14 | 4                         | brls. salt, 1120 lbs                              | 0 07 3 00                 | 78 40 180 00                                              |         |  |
| do       | 14       | 2<br>6                    | do y. powder, 60 doz<br>do dried apples, 1214 lbs | 0 18                      | 218 52                                                    |         |  |
| do       | 14       | 20                        | cases coal oil, 200 gals                          | 0 90                      | 180 00                                                    |         |  |
| do<br>do | 14       | 12                        | boxes candles, 480 lbs                            | 0 30                      | 144 00                                                    |         |  |
| do       | 14<br>14 | 6<br>40                   | cases matches                                     | 0 70                      | 48 00<br>28 00                                            |         |  |
| do       | 14       | 2                         | doz. brooms                                       | 6 00 ¦                    | 12 00                                                     |         |  |
| do<br>do | 14       | 325                       | sacks flour                                       | 8 50                      | 2,762 50                                                  |         |  |
| do       | 14       | 1084<br>48                | do oats, 94,662 lbs<br>do sugar, 4,800 do         | 0 06 <u>4</u><br>0 17     | 6,153 03<br>816 00                                        |         |  |
| do       | 14       |                           | halliard rope                                     | 0 25                      | 0 81                                                      |         |  |
| do       | 14       | 1                         | fire setter                                       | 1 50                      | 75 00                                                     |         |  |
| do<br>do | 14<br>14 | 9<br>10                   | doz. blacking bars round irov, 454 lbs            | 1 50<br>0 12 <del>1</del> | 13 50<br>56 75                                            |         |  |
| do       | 14       | 6                         | do horse shoe iron, 96 lbs                        | 0 15                      | 14 40                                                     |         |  |
| do       | 14       | 24                        | bridle bits                                       | 0 75                      | 18 00                                                     |         |  |
| do<br>do | 14       | 6                         | doz. 4-in, buckles.                               | 0 50                      | 3 00 15 00                                                |         |  |
| do       | 14       | 5<br>1                    | gals. lard oil<br>pair stay straps                |                           | 2 00                                                      |         |  |
| do       | 14       | 1                         | do breast do                                      |                           | 2 50 1                                                    |         |  |
| do<br>do | 14       | 1                         | ring                                              |                           | 0 75 5 00                                                 |         |  |
| do       | 14       | 1                         | whip                                              |                           | 10 00                                                     |         |  |
|          | 1        | •                         | abrier for prougnant in and in a                  |                           |                                                           |         |  |

# NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Fort McLeod.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Fort McLeod.

| .Date.                                      | Quantity and Description. | Rate.                                   | Amount.                                  | Total.                 |
|---------------------------------------------|---------------------------|-----------------------------------------|------------------------------------------|------------------------|
| 1875.<br>Aug. 14<br>do 14<br>do 14<br>do 14 | 12 do i in. do            | \$ cts.<br>0 60<br>0 75<br>1 00<br>0 50 | \$ 'cts.<br>7 20<br>9 00<br>6 00<br>4 00 | \$ ets.<br>\$11,765 74 |

I certify this account is correct.

(Signed)

## HENRY HOMAN.

Certified,

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

23rd September, 1875.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

| Dat   | æ. | Quantity and Description. |                    | Rate. |       | Quantity and Description. Rate |      |    |      | Tota | al. |
|-------|----|---------------------------|--------------------|-------|-------|--------------------------------|------|----|------|------|-----|
| 187   | 5. |                           |                    | \$    | C1 8. | \$                             | cts. | \$ | cis. |      |     |
| Sept. | 1  | To 243                    | sacks flour        | 8     | 50    | 2,065                          | 50   |    |      |      |     |
| do    | 1  | 114,292                   | lbs. oats          | -     | 061   | 7,428                          |      |    |      |      |     |
| do    | ī  | 5,708                     | do hard bread      |       | 13    |                                | 58 1 |    |      |      |     |
| do    | ī  | 388                       | do coffee          | Ō     |       | 108                            | 64   | •  |      |      |     |
| do    | 1  | 378                       | do tea             | 0     | 70    | 264                            | 60   |    |      |      |     |
| do    | 1  | 2,800                     | do sugar           | 0     | 17    | 476                            | 00 \ |    |      |      |     |
| do    | 1  | 1,200                     | do beans           | 0     | 091   | 114                            | 00   |    |      |      |     |
| do    | 1! | 1,200                     | do rice            | 0     | 14    | 174                            | 00 1 |    |      |      |     |
| do    | 1  | 2,460                     | do salt            | 0     | 07    | 172                            | 20   |    |      |      |     |
| do    | 1  | 3,101                     | do bacon           | 0     | 17    | 527                            | 17   |    |      |      |     |
| do    | 1  | 1,248                     | do apples          | 0     | 18    | 224                            | 64   |    |      |      |     |
| do    | 1  | 435                       | do soap            | 0     | 11    | 47                             | 85   |    |      |      |     |
| do    | 1  | 320                       | do candles         | 0     |       | 96                             | 00   |    |      |      |     |
| do    | 1  | 48                        | do mustard         | 0     | 70    | 33                             | 60   |    |      |      |     |
| do    | 1  | 120                       | gals. coal oil     | 0     | 90    | 108                            | 00   |    |      |      |     |
| do    | 1  | 8                         | cases matches      | 8     | 00    | 64                             | 00   |    |      |      |     |
| do    | 1  | 62                        | do rope            | 0     |       |                                | 50   |    |      |      |     |
| do    | 1  | 49                        | gals. vinegar      | i     | 20    |                                | 80 1 |    |      |      |     |
| do    | 1  | 200                       | do syrup           | 1     |       | 260                            |      |    |      |      |     |
| do    | 1  | 24                        | CADS               | 1     |       |                                | 00   |    |      |      |     |
| do    | 1  | <b>46</b> 0               | lbs. potatoes      | 0     |       |                                | 60   |    |      |      |     |
| do    | 1  | 86                        | do pepper-         | -     | 45    |                                | 70   |    |      |      |     |
| de    | 1  | 1                         | doz. cans pepper   |       |       | -                              | 50   |    |      |      |     |
| do    | 1  | <b>9</b> 3                | do yeast powder    | -     | 00    | 279                            |      |    |      |      |     |
| do    | 1  | 46                        | lbs. press tobacco |       | 35    |                                | 10   |    |      |      |     |
| do    | 1  | 834                       | do Soullard do     | 0     | 74    | 617                            |      |    |      |      |     |
| do    | 1  | 128                       | do do do'<br>104   | 0     | 65.   | 83                             | 20 1 |    |      |      |     |

### A. 1879

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|          |        |         | Cypress Hills.                                      | 1                                      |                |        |  |
|----------|--------|---------|-----------------------------------------------------|----------------------------------------|----------------|--------|--|
| Da       | Date.  |         | Quantity and Description.                           | Rate.                                  | Amount.        | Total. |  |
| 187      | 5.     |         |                                                     | \$ cts.                                | \$ cts.        |        |  |
| Sept.    | 1      | To 3    | kegs cut nails                                      | <br>                                   | 29 50          |        |  |
| đo       | 1      | 1       | do wrought nails                                    |                                        | 12 50<br>10 00 |        |  |
| do<br>do | 1      | 1<br>9  | cross-cut saw and handles                           | 0 50                                   | 4 50           |        |  |
| do       | 1      | 1       | doz. mill-saw files                                 |                                        | 10 00          |        |  |
| do<br>do | 1      | 5<br>4  | whip-saw do                                         | 2 50                                   | 4 00<br>10 00  |        |  |
| do       | 1      | ĩ       | pairs 12-inch strap hivges<br>doz hasps and staples |                                        | 6 00           |        |  |
| dο       | 1      | 3       | whip-saws and handles                               | 16 50 1                                | 49 50          |        |  |
| do<br>do | 1      | 6<br>1  | extra knob locksdoz. padlocks                       | 2 00                                   | 12 00          |        |  |
| do       | ī      | ĩ       | broad axe                                           |                                        | 5 00           |        |  |
| do       | 1      | 1       | do                                                  |                                        | 5 00           |        |  |
| do<br>do | 1      | 1 4     | foot adze<br>box glass                              |                                        | 30 00          |        |  |
| do       | 1      | 1       | doz. w. w. brushes                                  |                                        | 7 50           |        |  |
| do<br>do | 1      | 1       | monkey wrench tape line                             |                                        | 3 00 3 00      |        |  |
| do       | î      | 3       | hand saws.                                          |                                        | 7 00 1         |        |  |
| do       | 1      | 1       | brace                                               |                                        | 3 00           |        |  |
| do<br>do | 1      | 1       | hand axe                                            |                                        | 1 50           |        |  |
| do       | 1      | ī       | draw knife                                          |                                        | 2 50           |        |  |
| do<br>do | 1      | 1       | spirit level                                        |                                        | 2 50 8 00      |        |  |
| do       | 1<br>1 | 4       | planes                                              |                                        | 1 00           |        |  |
| do       | 1      | 12      | augers, assorted                                    |                                        | 12 00          |        |  |
| do<br>do | 1      | 1 6     | iron squareauger handles                            |                                        | 1 00           |        |  |
| do       | i      | 4       | chisels                                             |                                        | 5 00           |        |  |
| do<br>do | 1      | 6       | carpenters' pencils                                 |                                        | 0 50 0 25      |        |  |
| do       | 1      | 1       | oil stone                                           | *****                                  | 0 50           |        |  |
| do       | 1      | 1       | doz, whit stones.                                   |                                        | 3 00           |        |  |
| do<br>do | 1      | 1       | grindstone fixtures<br>picks and handles            |                                        | 4 00 5 00      |        |  |
| do       | 1      | 2 2     | bay rakes                                           | 1 00                                   | 2 00 j         |        |  |
| do       | 1      | 6       | do forks                                            | 1 50                                   | 9.00 +         |        |  |
| do<br>do | 1      | 1 3     | pair counter scales                                 |                                        | 20 00          |        |  |
| do       | i      | 35      | window sashes                                       | 1 00                                   | 35 00          |        |  |
| do<br>do | 1      | 3       | wood faucets                                        | 0 50                                   | 1 50<br>1 50   |        |  |
| do       | 1      | 2<br>2  | iron do                                             |                                        | 5 00           |        |  |
| do       | 1      | ī       | snade                                               |                                        | 2 00           |        |  |
| do<br>do | 1      | 1       | colter for plough<br>cook stove, No. 80             |                                        | 5 00           |        |  |
| do       | 1      | 1<br>12 | joints pipe                                         |                                        | 7 20           |        |  |
| do       | 1      | 1       | extra boiler. No 80                                 | · · · · · · · · · · · · · · · · · · ·  | 5 00           |        |  |
| do<br>do | 1      | 4       | lamps                                               | 3 00                                   | 4 00<br>18 50  |        |  |
| do       | î      | 2       | lamp wicks                                          |                                        | 0 50           |        |  |
| do<br>do | 1      | 10      | have boot blecking                                  | 1 1 50 1                               | 15 00          |        |  |
| do       | 1      | 1       | oil can<br>quire emery paper                        |                                        | 0 50           |        |  |
| do       | 1      | 13      | letter book                                         | •••••••••••••••••••••••••••••••••••••• | 5 50           |        |  |
| do<br>do | 1      | 4       | bottles conving ink                                 |                                        | 4 00<br>1 50   |        |  |
| do       | 1      | 23      | do carmine                                          |                                        | 1 50           |        |  |
| do       | 1      | 1       | dor penholders                                      |                                        | 0 75           |        |  |
| dø       | 1)     | 1       | box pens.                                           | I l                                    | 2 50           |        |  |

# NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

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# NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

| Date,     |     |               | Quantity and Description.                             | Rate.              | Amount.         | Total. |
|-----------|-----|---------------|-------------------------------------------------------|--------------------|-----------------|--------|
| 18        | 75. |               |                                                       | \$ cts.            | \$ cts.         | \$ cts |
| Sept.     | 1   | To 6          | quires foolscap paper                                 | <br>               | 1 50            |        |
| do        | 1   |               | do note do                                            |                    | 0 50            |        |
| do        | 1   | 2,000         | envelopes                                             | 6 00               | 12 00           |        |
| do<br>do  | 11  | 200           | official envelopes<br>blank books                     |                    | 3 00            |        |
| do        | 1   | 10            | mosquito bars                                         |                    | 6 00<br>12 00   |        |
| do        | 1   | Ĩ             | -doz. door knobs                                      |                    | 1 00 1          |        |
| do        | 1   | 6             | prs. overalls                                         |                    | 12 00           |        |
| do        | 1   | 15            |                                                       | 0 25               | 3 75            |        |
| do        | 1   | 2             | boxes horse nails, 50 lbs.                            | 0 35               | 17 50           |        |
| do<br>∢lo | 1   | 10            | bars rod iron, 352 lbs                                | $0\ 12\frac{1}{2}$ | 44 00<br>1 00   |        |
| do        | 1   | 6             | bars H. iron, 63 lbs                                  |                    | 9 45            |        |
| do        | 1   | 2             | single frees, ironed                                  |                    | 3 50            |        |
| do        | 1   | 1             | double do                                             |                    | 12 00           |        |
| do        | 1   | 2             | kegs horse shoes                                      |                    | 22 00           |        |
| do<br>do  | 1   | 2             | cases axle greasedouble-trees                         |                    | 18 00  <br>5 00 |        |
| -do       | 1   | 4             | do                                                    |                    | 6 00            |        |
| do        | 1   | 2             | copper rivets                                         |                    | 3 00 1          |        |
| do        | 1   | 192           | feet lumber, delivered in Benton                      |                    | 9 60            |        |
| do        | 1   | 95            | lbs. lime                                             |                    | 4 75            |        |
| do<br>do  | 1   | 6<br>2        | do thread                                             |                    | 15 00           |        |
| do        | 1   | 343           | do do saddler's<br>do oats, delivered to man Carver   | 1 50               | 3 00<br>22 30   |        |
| do        | 1   | 2             | do tea                                                |                    | 1 40            |        |
| do        | 1   | 9             | do sugar                                              |                    | 1 53            |        |
| do        | 1   | 36            | do soda crackers                                      | 0 15               | 540             |        |
| do<br>do  | 1   | 121           | do ham                                                | 0 21               | 2 62            |        |
| do        | 1   | 1             | coffee pot<br>gauge knife                             | *****              | 1 50<br>3 00    |        |
| do        | 1   | Â             | awl blades                                            |                    | 0 25            |        |
| do        | 1}  | 2             | lbs. beeswax                                          |                    | 1 50            |        |
| do        | 1   | 1             | doz. pairs butts                                      |                    | 3 00            |        |
| do<br>do  | 1   | 4<br>2        | gross screws                                          |                    | 6 00            |        |
| do        | 1   | ĩ             | l-gal. measures                                       |                    | 3 00            |        |
| do        | 1   | $\hat{2}$     | l-pt. measures                                        |                    | 1 50            |        |
| do        | 1   | 2             | funnels                                               |                    | 1 00            |        |
| do        | 1   | 2             | всоорв                                                | 1 50               | 3 00            |        |
| do<br>do  | 1   | <b>4</b><br>4 | lanterns<br>4-oz bottles glycerine<br>oz. gum camphor | 2 00               | 8 00 1          |        |
| do        | 1   | 1             | 07. gum camphor                                       |                    | 0 50            |        |
| do        | 1   | 3″            | lbs. mustard                                          |                    | 3 00            |        |
| do        | 1   | 1             | do tinc. opi                                          |                    | 1 25            |        |
| yo        | 1   |               | do balsam copaiba                                     |                    | 2 00            |        |
| do<br>do  | 1   |               | lb. bottles buchu                                     |                    | 2 00 2 40       |        |
| do        | 1   | 42            | ll's cotton batting                                   | 0 60               | 2 40 1          |        |
| -do       | 1   | ī             | lbs. tinc. opi. camphor                               |                    | 1 25            |        |
| do        | 1   | 1             | gross corks                                           |                    | 0 75            |        |
|           | 1   | 4             | oz P. opii                                            |                    | 3 00            |        |
| do        | 1   |               | lbs. epsom salts                                      |                    | 1 00            |        |
| do<br>do  | 1   | 6<br>1        | qt. bottle castor oil                                 |                    | 8 50            |        |
| do        | 1   | -             | oz. calami                                            |                    | 1 50            |        |
| do        | 1   | ĭ             | lb. tinct. gent. comp                                 |                    | 2 50            |        |
| ġo        | 1   |               | do aconite                                            |                    | 1 25            |        |
| do        | 1   | 6             | oz. wine calami                                       |                    | 1 00            |        |
| do        | 1   | -8            | lbs. syrups sarsæ                                     |                    |                 |        |

| NORTH-WEST MOUNTED | POLICE: | In account with J. G. Baker & Co. | Shipped to |
|--------------------|---------|-----------------------------------|------------|
|                    |         | Cypress Hills.                    | ••         |

| do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1 | To       1/2       lb. soda         25       lbs. oatmeal, 1/2-lb. pkgs         1       lb. tr. iron         2       lbs. oil recinia         1       lb. ginger         1       b. ginger         1       do glycerine         1       do paregoric         4       oz. P. O. opii         2       lbs. salts                                                                                                                                                                                                                                                                                                                                                                                                             |           | \$ cts.<br>0 15<br>7 50<br>1 00<br>1 50<br>1 00<br>1 50<br>1 00<br>1 50<br>3 00<br>0 50<br>0 75                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | \$       | cts |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-----|
| do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1 | 25       lbs. oatmeal, ½-lb. pkgs         1       lb. tr. iron         2       lbs. oil reciuia         1       lb. ginger         1       bb. ginger         1       do glycerine         1       do glycerine         2       lbs. oil reciuia         1       do glycerine         2       lbs. oil reciuia         2       lbs. oil reciuia         1       do glycerine                                                                                                                                                                                                                                                                                                                                               |           | 7 50<br>1 00<br>1 50<br>1 00<br>1 00<br>1 50<br>3 00<br>0 50<br>0 75                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |     |
| do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1         do       1                                                                             | 1       lb. gold thread         2       oz. P. morphine         2       lbs. sug. lead         2       do grd. pot         4       oz. tr. mu. ferri         1       qt. alcohol         2       oz tart. acid         2       do gum arabic         1       bt. vin. ipecac         2       do gum arabic         1       bt. vin. ipecac         2       do gum arabic         4       bottles castor oil         6       do port wine         6       oz. P. jalap         2       do tinc. arnica         2       do tinc. ipecac         1       sponges         1       syrup squills         2       do tinc. ipecac         2       do syrup prunæ         1       do tinc. capsici         2       do syrup prunæ |           | $\begin{array}{c} 1 & 00 \\ 1 & 00 \\ 0 & 75 \\ 0 & 50 \\ 2 & 50 \\ 0 & 50 \\ 2 & 50 \\ 1 & 25 \\ 0 & 50 \\ 2 & 50 \\ 1 & 25 \\ 0 & 50 \\ 2 & 50 \\ 1 & 00 \\ 2 & 50 \\ 1 & 00 \\ 2 & 00 \\ 1 & 50 \\ 2 & 00 \\ 1 & 50 \\ 2 & 00 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 50 \\ 1 & 5$ | \$15,033 | 78  |
| 1                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Certified.<br>(Signed) JAM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | ES F. McI | EOD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |          |     |
| (Сору.)                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |           | Commiss                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | ioner.   |     |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | pay bearer two dollars for dressing robe.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 22nd 1    | February,                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 1875.    |     |

J. G. BAKER & Co., Benton.

(Copy.)

Please pay bearer four dollars for dressing robes.

J.G. BAKER & Co., Benton.

JAMES F. McLEOD, Assistant Commissioner.

24th February, 1875.

(Signed)

| 42 Victoria.                  | Sessional Paper           | s (No. 188.)                  | <b>A.</b> 18            |
|-------------------------------|---------------------------|-------------------------------|-------------------------|
| (Copy.)                       |                           | 25th Fe                       | bruary, 1875.           |
| Please pay bearer             | five dollars for dressing | robes.                        |                         |
| J. G. Вакев & Со.,<br>Benton. | (Signed)                  | JAMES F. McLEO<br>Assistant C | D,<br>ommissioner       |
|                               |                           |                               |                         |
| (Copy.)                       | Nor                       | TH-WEST MOUNTED P<br>26th Fe  | OLICE,<br>bruary, 1875. |

Please pay bearer two dollars for dressing robes.

JAMES F. McLEOD, (Signed) Assistant Commissioner-J. G. BAKER & Co., Benton.

NORTH-WEST MOUNTED POLICE, (Copy.) 28th February, 1875-

Please pay bearer two dollars for dressing robes.

| J. G. BAKER & Co.,<br>Benton. | (Signed) | JAMES F. McLEOD,<br>Assistant Commissioner. |
|-------------------------------|----------|---------------------------------------------|
|                               |          |                                             |

| (Copy.) | NORTH-WEST MOUNTED POLICE, |
|---------|----------------------------|
|         | 28th February, 1875.       |

Please pay bearer two dollars and fifty cents for dressing robes.

|                    | (Signed) | JAMES F. McLEOD,        |
|--------------------|----------|-------------------------|
| J. G. Bakeb & Co., |          | Assistant Commissioner. |
| Benton.            |          |                         |

(Copy.) NORTH-WEST MOUNTED POLICE, 28th February, 1875.

(Signed)

Please pay bearer three dollars for dressing robes.

J. G. BAKER & Co., Benton.

Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE, 28th February, 1875.

JAMES F. McLEOD,

Assistant Commissioner.

Please pay bearer four dollars for dressing robes.

(Signed) JAMES F. MoLEOD, J. G. BAKER & Co., Assistant Commissioner.

108

| <b>4</b> 2 | Victoria.                  | Sessional F                   | Papers (No. 1     | 88.) A. 1879                              |
|------------|----------------------------|-------------------------------|-------------------|-------------------------------------------|
|            | op <b>y</b> .)             |                               | North-Wrst        | MOUNTED POLICE,<br>1st March, 1875.       |
|            | Please pay beare           | r three dollars for (         | dressing robes    |                                           |
| J. (       | G. BAKER & Co,<br>Benton.  | (Signed)                      | JAMES             | F. McLEOD,<br>Assistant Commissioner.     |
| ,(Co       | opy.)                      |                               | North-West        | Mounted Police,                           |
|            | Please pay bearen          | r two dollars for dr          | essing robes.     | 2nd March, 1875.                          |
| .J. (      | G. Baker & Co.,<br>Benton. | (Signed)                      | JAMES             | F. McLEOD,<br>Assistant Commissioner.     |
| '(Co       | ppy.)<br>Please pay beare  | <b>r three dollar</b> s for d |                   | MOUNTED POLICE.<br>4th March, 1875.       |
|            | 2 rouse pag course         |                               | 0                 |                                           |
| .J. (      | G. Baker & Co.,<br>Benton. | (Signed)                      | JAMES             | F. McLEOD,<br>Assistant Commissioner.     |
| «(Co       | ор <b>у</b> .)             |                               | NORTH-WEST        | Mounted Police,<br>4th March, 1875.       |
|            | Please pay bearer          | nineteen dollars fo           | r dressing rob    |                                           |
| J. (       | G. BAKER & Co.,<br>Benton. | (Signed)                      | JAMES             | F. McLEOD,<br>Assistant Commissioner.     |
| (Co        | ру.)                       |                               | North-Wes         | ST MOUNTED POLICE,<br>4th March, 1875.    |
|            | Please pay bearer          | eleven dollars for o          | lressing robes.   |                                           |
|            |                            | (S                            | igned) JA         | MES F. McLEOD,                            |
| J. (       | BAKER & Co.,<br>Benton.    |                               |                   | Assistant Commissioner.                   |
| (Co        | ру.)                       |                               | North-Wes         | T MOUNTED POLICE,<br>3rd March, 1875.     |
|            | Please pay bearer          | three dollars for d           | ressing robes.    |                                           |
| J. 6       | BAKEB & Co.,               | (8                            | ign <b>ed) JA</b> | MES F. McLEOD,<br>Assistant Commissioner. |
|            | Benton.                    |                               |                   |                                           |

| (Copy.)                       | NOBTH-WEST MOUNTED POLICE,<br>4th March, 1875.       |
|-------------------------------|------------------------------------------------------|
| Please pay bearer eig         | ht dollars for dressing robes.                       |
|                               | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| J. G. BAKER & Co.,<br>Benton. | · · · · · · · · · · · · · · · · · · ·                |
| (Copy.)                       | NORTH-WEST MOUNTED POLICE,                           |
| Please pay bearer one         | 6th March, 1875.<br>o dollar for dressing robe.      |
| J. G. Baker & Co.,            | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| Benton.                       |                                                      |
| (Copy.)                       | North-West Mounred Police,<br>6th March, 1875.       |
| Please pay bearer two         | o dollars for dressing robes.                        |
|                               | (Signed) JAMES F. MoLEOD,<br>Assistant Commissioner. |
| J. G. BAKER & Co.,<br>Benton. |                                                      |
| (Сору.)                       | North-West Mounted Police,<br>6th March, 1875.       |
| Please pay bearer three       | ee dollars for dressing robe.                        |
|                               | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| J. G. BAKER & Co.,<br>Benton. |                                                      |
| (Сору.)                       | NORTH-WEST MOUNTED POLICE,<br>7th March, 1875.       |
| Please pay bearer four        | r dollars for dressing robe.                         |
|                               | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| J. G. BAKER & Co.,<br>Benton. |                                                      |
| (Copy.)                       | NORTH-WEST MOUNTED POLICE,<br>7th March, 1875.       |
| Flease pay bearer thre        | ee dollars for dressing robe.                        |
|                               | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner. |
| I. C. BAKER & Co.,<br>Benton. |                                                      |
|                               | 110                                                  |

A. 1879

| 42 Victoria.                                        | Sessional Papers (No. 188.) A 1879                                          |
|-----------------------------------------------------|-----------------------------------------------------------------------------|
| (Copy.)                                             | North-West Mounted Police,<br>7th March, 1875.                              |
| Plcase pay bearer tw                                | o dollars and a half for dressing robe.                                     |
| J. G. BAKER & Co.,<br>Benton.                       | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner.                        |
| (Copy.)                                             | NORTH-WEST MOUNTED POLICE,<br>8th March, 1875.                              |
| Please pay bearer tw                                | o dollars and fifty cents for dressing robe.                                |
| J. G. BAKER & Co.,<br>Benton.                       | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner.                        |
| (Сору.)                                             | NORTH-WEST MOUNTED POLICE,<br>8th March, 1875.                              |
| Please pay bearer six                               | dollars for dressing robe.                                                  |
| J. G. BAKER & Co.,<br>Benton.                       | (Signed) JAMES F. McLEOD,<br>Assistant Commissioner.                        |
| (Сору.)                                             | FORT MCLEOD, 15th March, 1875.                                              |
| Please pay the bearer<br>robe), and charge to the P | three dollars in goods (in payment for tanning a buffalo-<br>olice account. |
| CHAS. CONRAD, Esq.,<br>Present.                     | (Signed) J. WINDER.                                                         |
| (Copy.)<br>Please pay bearer tw                     | North-West Mounted Police,<br>3rd March, 1875.                              |
| J. G. BAKER & Co.,<br>Benton.                       | (Signed) JAMES F. MoLEOD,<br>Assistant Commissioner.                        |

FORT McLEOD, R. P., 5th October, 1875.

## NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

### ROBE ACCOUNT.

|      | · · |    |            |          |         |                                          | \$                    | cts. | \$         | cta      |
|------|-----|----|------------|----------|---------|------------------------------------------|-----------------------|------|------------|----------|
| Feb. | 21  | 1  | Paid India | 1 order, | robe dr | essed                                    | 2                     | 00   |            |          |
| do   | 24  | 2  | do         |          | - do    |                                          | 4                     | 00 1 |            |          |
| do   | 25  | 3  | do         |          | do      |                                          | 5                     | 00   |            |          |
| do   | 26  | 4  | do         |          | do      |                                          | 2                     | 00   |            |          |
| do   | 28  | 5  | do do      |          | do      | *******                                  | 2                     | 00   |            |          |
| do   | 28  | 6  | do do      |          | do      |                                          | 2                     | 50   |            |          |
| do   | 28  | 7  | do         |          | do      |                                          | 3                     | 00 j |            |          |
| do   | 28  | 8  | do         |          | do      | ••••••••                                 | 4                     | 00   |            |          |
| May  | 1   | 9  | do         |          | do      |                                          | 3                     | 00   |            |          |
| do   | 2   | 10 | do         |          | do      |                                          | 2                     | 00   |            |          |
| do   | 4   | 11 | do         |          | do      | •• • • • • • • • • • • • • • • • • • • • | 3                     | 00 ; |            |          |
| do   | 4   | 12 | do         |          | do      |                                          | 19                    | 00   |            |          |
| do   | 4'  | 13 | o b        |          | do      |                                          | 11                    | 00   |            |          |
| do   | з   | 14 | do do      |          | do      |                                          | 3                     | 00   |            |          |
| -do  | 3   | 15 | ob         |          | do      |                                          | 8                     | 00   |            |          |
| do   | 6   | 16 | do l       |          | do      | ******                                   | ŀ                     | 00   |            |          |
| do   | 6   | 17 | do         |          | do      |                                          | 2                     | 00   |            |          |
| do   | 6   | 18 | j do       |          | do      | *******                                  | 3                     | 00   |            |          |
| do   | 6   | 19 | do         |          | do      | *******                                  | 4                     | 00   |            |          |
| do   | 7   | 30 | do         |          | do      |                                          | 3                     | 00 j |            |          |
| do   | 7   | 21 | cb         |          | do      |                                          | 2                     | 50   |            |          |
| do   | 8   | 22 | do do      |          | do      | ····· ··· ··· ······· ········           | 2                     | 50   |            |          |
| do   | 8   | 23 | do         |          | do      | ·····                                    | 6                     | 00   |            |          |
| do   | 15  | 24 | do         |          | do      |                                          | 3                     | 00   |            |          |
| do   | 3   | 25 | do do      |          | do      | ······ · · · · · · · · · · · · · · · ·   | 2                     | 00   |            |          |
|      |     |    |            | Less, ez | change  |                                          | · · · · · · · · · · · |      | \$102<br>9 | 50<br>41 |
|      | 1   |    | l Gold.,   |          |         |                                          |                       |      | \$93       | 09       |

BENTON, MONTANA, 15th April, 1875.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

|    |                             | 1  |            |          | Í    |       |     |
|----|-----------------------------|----|------------|----------|------|-------|-----|
|    |                             | \$ | cts.       | \$       | cts. | \$    | ets |
|    | lbs. sugar                  |    | 20         | 54       | 50   |       |     |
|    | do coffee                   |    | 38         | 58       | 90   |       |     |
| 1  | doz. balls cotton twine     |    | 00         | 1        | 50   |       |     |
| 2  | do cans mustard             |    | 00         | 1        | 50   |       |     |
|    | lantern                     |    |            | 21       | 00   |       |     |
| 5  | doz. under-shirts           |    | 00         |          | 00   |       |     |
| 2  | do overalls                 |    | 50         | 9        | 00 ( |       |     |
| 6  | cases peaches, (3-lb. tins) | 10 | 50         |          | 00   |       |     |
| 1  | do pickled fruit, do        |    | ••••••     | 10       | 1    |       |     |
| 3  | do corn, do                 |    | 50         |          | 50   |       |     |
| 3  | do tomatees, do             | -  | 50         |          | 50   |       |     |
| 1  | do assorted fruit, do       |    | •••••      |          | 50   |       |     |
|    | lbs. tobacco                |    | 96         | 243      |      |       |     |
|    | doz. lamp burners           |    |            |          | 00   |       |     |
|    | lbs. gum arabic             |    | <b>5</b> 0 |          | 00   |       |     |
|    | doz. mucilage               |    | ******     | _        | 50   |       |     |
|    | lbs. rope                   |    | 25         |          | 88   |       |     |
|    | scythes                     |    | 00         |          | 00   |       |     |
|    | cradles                     |    | 00         |          | 00   |       |     |
|    | snaths                      |    |            |          | 50   |       |     |
|    | gals. alcohol               |    | 50         |          | 50   |       |     |
|    | lbs. linseed                |    | 50         |          | 50   |       |     |
|    | pairs shoemakers' lasts     |    | 00         | , -      | 00   |       |     |
|    | packages shoemakers' tacks  |    |            | · ·      | 00   |       |     |
|    | gross lasting tacks         |    |            |          | 75   |       |     |
|    | lbs. shoemakers' thread     |    |            |          | 50   |       |     |
|    | morocco hide                |    |            |          | 00   |       |     |
|    | lbs. beeswax                | -  | 75         |          | 75   |       |     |
| 34 | do bacon                    | 0  | 22         | 7        | 48   |       |     |
|    | *                           | _  |            |          |      | \$734 |     |
| 40 | do smoking tobacco          | 1  | 00         | ******** |      | 40    | 00  |
|    | Total, American currency    |    | •••••      |          | [    | \$774 | 60  |

I certify the above account is correct.

(Signed)

## H. M. P. NORMAN,

Certified.

(Signed)

JAMES F. MoLEOD, Assistant Commissioner.

(Gold, \$704.18.)

FORT RICHARDSON, 1st September, 1875. NORTH-WEST MOUNTED POLICE: Beef Contract Account.

| Date.                                                                 | Quantity.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Rate.                                   | Amount. | Total.                      |
|-----------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------|-----------------------------|
| June 4<br>do 16<br>do 23                                              | To 4583 lbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | cts.                                    | \$ cts. | \$ cta                      |
| do 26<br>July 1<br>do 31<br>Aug. 4<br>do 8<br>do 13<br>do 19<br>do 24 | 368       do         397       do         488       do         464       do         431       do         455       do         274       do         366       do         366       do         464       do         455       do         465       do         366       do <td< td=""><td>777777777777777777777777777777777777777</td><td></td><td></td></td<> | 777777777777777777777777777777777777777 |         |                             |
| Bept. 1<br>do 5<br>do 10<br>do 15                                     | 4,827 <sup>1</sup> lbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 7777777777777777                        | 362 06  |                             |
| ĺ                                                                     | Less, exchange                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                         | j_      | 475 61<br>45 24<br>\$430 37 |
| I cer                                                                 | tify the above account is correct.<br>(Signed) E                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <u> </u><br>тмр                         | NORMAN  |                             |

(Copy.)-\$95.

N.-W.M.P., FORT MCLEOD,

11th March, 1875.

Please pay to the order of L. C. Baker the sum of ninety-five dollars, in full, for carrying mail to and from Benton.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

Messrs. J. G. BAKER & Co., Benton.

(Copy.)

(Gold, \$113.66.)

Approved.

JAMES F. McLEOD, Assistant Commissioner.

(Signed)

Sessional Papers (No. 188.)

(Copy.)

Messrs. J. G. BAKER & Co.,

Cypress Hills.

Please let Cons. Spicer have one cow skin, and charge same to North-West Mounted Police. \$1.81.

(Signod)

A. H. GREISBACH, Sub-Inspector, N.-W.M.P.

CYPRESS HILLS, August 24, 1875.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

|                 |                                                      | Currency. |                        |
|-----------------|------------------------------------------------------|-----------|------------------------|
| Date.           | Quantity and Description.                            | Rate.     | Total.                 |
| 1875.           |                                                      | \$ cts.   | \$ cts.                |
| Jan. 14.        | To 1 <sup>2</sup> / <sub>4</sub> lbs. balsam copaiba | 6 00      | 8 25                   |
| do 14           | <sup>3</sup> do spirits nitre                        | 6 00      | 4 50                   |
| do 14           | 2 pkgs. hops                                         | 075       | 1 50                   |
| do 18.          | 40 gals. coal oil                                    | 1 50      | 60 00                  |
| Feb. 1          | Hauling 700 lbs. freight to Kipp                     |           | 5 00                   |
| do 2            | 1 driver's whip—order Sergtmajor                     |           | 3 50                   |
| do 19           | 163 lbs. coffee                                      |           | 81 50                  |
| March 1         | 5 gals. linseed oil.                                 | 1 97      | 9 85                   |
|                 | 1,037 Ibs. meat                                      |           | 51 85                  |
| March 2         | 2 5 gal. kegs syrup                                  |           | 25 00                  |
| do 3            | 440 lbs. meat                                        |           | 22 00                  |
| do 7            |                                                      |           | 47 85                  |
| do 7            | 100 do sugar                                         |           | 45 00<br>100 15        |
|                 | 2,003 do meat                                        | 0 05      | 50 00                  |
| April 8         |                                                      | 0.00      | 176 00                 |
| do 11           | berra lost an trin                                   |           | 35 00                  |
| do 11<br>do 15  |                                                      |           | 7 50                   |
| do 15<br>do 22  | Regs: 4 & 1 \$1.00, 1 & 1 \$1.00, 1 & 1 \$2.00       | 1 50      | 3 00                   |
| do 22           | 2 cow skins                                          | 1.00      | 96 00                  |
| do 22           | 765  do meat                                         |           | 37 25                  |
| do 25           | 3 kegs syrup                                         |           | 28 50                  |
| do 25           | 1 do from Healy & Co., Walsh                         |           | 25 00                  |
| do 27           | 1 do                                                 |           | 11 00                  |
| do 27.          | 20 lbs. butter                                       |           | 15 00                  |
| do 27           | 1 case tomatoes                                      |           | 10 50                  |
| do 27.          |                                                      |           | 21 00                  |
| do 27           | 1 padlock                                            |           | 1 00                   |
| May 7           | Paid Indian, 111 lbs, meat                           |           | 2 22                   |
| do 10           | 3 padlocks                                           |           | 3 00                   |
| do 15           | 1 horse                                              |           | 175))                  |
| do 15           | Paid Healv & Co., freight on drugs                   |           | 15)2                   |
| do 15           | Use team in hauling                                  |           | 7 01,                  |
| do 15           | Paid ferriage at Marias en route to Benton           |           | 5 00                   |
| do 15           | do 8 meals do do                                     |           | 6 00                   |
| do 4.           | 40 lbs. tobacco, Sargeant & Co                       | ••••••    | 22 58                  |
| do 21           | 1 do                                                 |           | 1 50                   |
| do 27           | 1 shoeing hammer                                     |           | 150<br>25 <del>0</del> |
| do 27           | 1 mosquito bar                                       |           | 2 50                   |
| do 27<br>July 1 | 1 do                                                 | ********* | 0 35                   |
| • •             | Am. cy                                               |           | \$1,233 68             |
|                 | Gold                                                 |           | \$1,120 73             |
|                 | Gold                                                 |           | ψ1,120 10              |

#### Certified.

JAMES F. McLEOD,

Asst. Commissioner.

\* These items are for horses used by party in the Weatherwax matter; they will be charged against fines imposed....J.F.M.

188-81

# NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. MERCHANDISE ACCOUNT.

|          |        |                                     |         | Gold.          |  |  |
|----------|--------|-------------------------------------|---------|----------------|--|--|
| D        | ate.   | Quantity and Description.           | Rate.   | Amount.        |  |  |
| 18       | 75.    |                                     | \$ cts. | \$ cts.        |  |  |
| July     | 11     | 101 Ibs. tobacco                    | 0.95 .  | 95 95          |  |  |
| do       |        | Platform scales                     |         | 44 64          |  |  |
| do       | 14     | 461 lbs. cheese                     |         | 14 88          |  |  |
| do       | 14     |                                     |         | 1 00           |  |  |
| do       |        | Capt. Winder's order for Lumot      | ••••••  | 4 00           |  |  |
| do       | 26     | do do freight on Ryan's baggage     |         | 1 00           |  |  |
| do       | 28     | do do in favor of Hill              |         | 2 00           |  |  |
| Aug.     |        |                                     |         | 2 38           |  |  |
| do       | 7      |                                     | 0 25    | 2 50           |  |  |
| do<br>do | 10     | 1 padlock<br>1 chisel by Foster     |         | 0 75           |  |  |
| do<br>do | 12     | 2 padlocks                          |         | 2 00<br>1 50   |  |  |
| do       | 13     | 2 do                                |         | 1 50           |  |  |
| do       | 18     |                                     | 2 00    | 10 00          |  |  |
| do       | 20     | 4 lbs. nails                        |         | 1 00           |  |  |
| do       | 20     | 2 yards mosquito bar                |         | 0 80           |  |  |
| do       | 24     | 2 do cambric, and brass tacks       |         | 1 05           |  |  |
| Sept.    | 6      | 2 doz. chocolate,                   |         | 8 40           |  |  |
| do       | 6      | l cow skin                          |         | 2 00           |  |  |
| do       | 7      | 2 cans wagon grease.                |         | 2 00           |  |  |
| do       | 7      | 2 cow skins                         |         | 4 00           |  |  |
| do       | 8      |                                     | 0 30    | 109 80         |  |  |
| do       | 8      | Onions, dried                       |         | 1 25           |  |  |
| do       | 8      | 3 cakes chocolate                   |         | 1 05           |  |  |
| do       | 8      |                                     | 0 50 1  | 5 00           |  |  |
| do       | 8      | 12 empty sacks                      | 0 50    | 6 00           |  |  |
| do       | 8      | 1 caddy tobacco, 19 lbs             |         | 22 80          |  |  |
| do<br>do | 8      | 1 case milk                         | •••••   | 20 00          |  |  |
| do       | 121212 |                                     |         | 8 40°<br>2 50  |  |  |
| do       | 12     | 5 lbs. apples                       |         | 1 25           |  |  |
| do       | 13     | 3 Gunny sacks                       | 0 50    | 1 50           |  |  |
| do       | 13     | 1 seamless sack                     |         | 0 75           |  |  |
| do       | 13     | 6 Burlap sacks                      | 0 50    | 3 00           |  |  |
| do       | 13     | 6 seamless do                       | 0 75    | 4 50           |  |  |
| đo       | 14     | 104 lbs. rope                       | 0.50    | 5 13           |  |  |
| do       | 15     | 1 blanket                           |         | 5 00           |  |  |
| do       | 19     | 1 cow skin                          |         | 2 00           |  |  |
| do       | 20     | 1 lb. lard                          |         | 0 20           |  |  |
| do       | 20     | 1 lb. nails                         |         | 0 25           |  |  |
| do       | 23     | 12 cow skins                        | 0 50    | 6 00           |  |  |
| do       | 23     | 1 padlock                           |         | 0 75           |  |  |
| do       | 23     | Merchandise by Oliver & Gallagher.  |         | 9 60           |  |  |
| July     | 27     | 5 lbs. lard, order Capt. Winder.    |         | 2 00           |  |  |
| do<br>do | 9      | 12 do tea, per Walsh from Kerler    | •••••   | 18 00<br>32 50 |  |  |
| ao       | 9      | *Hauling 130 robes from Sheep Creek | ••••••  | 32 50          |  |  |
|          |        | Total (gold)                        | ····· / | \$472 58       |  |  |

\* This is for freight upon robes seized and belonging to Smith, now on canal, awaiting instructions.

### Certified.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

### HELENA, 28th June, 1875.

Col. JAMES F. McLEOD, Assistant Commissioner, North-West Mounted Police: In account with J. G. Baker & Co.

### CYPRESS HILLS AFFAIR.

| To cash paid | Marshall Wheeler                         | <b>\$</b> 921 | 75  |
|--------------|------------------------------------------|---------------|-----|
| do           | W. E. Cullen                             | 231           | 40  |
| do           | Frederick Power                          |               | 00  |
| do           | W. G. Conrad                             | 46            | 00  |
| do           | Charles D. Hard                          | 400           | 00  |
| do           | Pelky, Buck & Grindle                    |               | 00  |
| do           | James Arroux                             |               | 00  |
|              | Wm. B. Judd                              | •             | 00  |
| do           | James D. Pelletier                       | - +           | 00  |
| do           | David Brush                              | -             | 00  |
| do           | Moses Solomon                            |               | 00  |
| do           | Thumb, Leighton & Buck                   | 18            | .00 |
| do           | H. P. Grenelle                           | 6             | 00  |
| do           | Geo. M. Bell                             |               | 50  |
| ·do          | R. Haneiro (Tony)                        | 80            |     |
| do           | J. X. Beidler                            | 199           | 50  |
| do           | A. Farwell                               | 450           | 00  |
| do           | C. D. Sullivan                           |               | 00  |
| do           | Chris. Keach                             | 30            | 00  |
| do           | James A. Quirk                           | 50            | 00  |
| do           | J. B. LeBeau                             | 5             | 00  |
| do           | W. F. Sanders                            | 1,500         | 00  |
| do           | Alexis de la Bombarde                    | 204           | 50  |
| do           | Seth Bullock                             | 15            | 00  |
| do           | Francis Irvine. store fare               | <b>20</b>     | 00  |
| do           | La Bombarde & Wood                       | 40            | 00  |
| do           | Piatt, livery bill                       | 120           | 00  |
| do           | do                                       | 269           | 00  |
| do           | Stanford, stage fare                     | 15            | 00  |
| do           | do for expenses                          | 15            | 00  |
| do           | Wood and La Bombarde, stage fare to Shaw | 30            | 00  |
| do           | E. L. Kelly, meals and horse feed        | 6             | 50  |
| do           | James Armstrong, for meals and feed      | 3             | 00  |
| do           | Cronger, for meals and feed              | -             | 00  |
| do           | Toll on road                             | 2             | 50  |
| do           | Express charges, Francis Irvine's valise | 8             | 00  |
| do           | do Wood's valise                         | -             | 00  |
| do           | St. Louis Hotel bill                     | 703           | 27  |
| do           | Wood, for expenses on road               |               | 00  |
| do           | Telegraph bill                           | 70            | 35  |
|              | -<br>Total, U.S. Currency                | \$5,777       | 27  |

Gold...... \$5,252 00

Received payment.

(Signed)

J. G. BAKER & Co.

Certified.

(Signed) JAMES F. McLEOD,

Assistant Commissioner.

| (Copy.)     |                                                                                                                                                                                                                                                                   |               |               |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|---------------|
| U.S<br>case | N OF CANADA, by Col. Jas. F. McLeod, Commissioner, to Wm. F.<br>Marshall, Montana, for services rendered and expenses paid in ex-<br>of the United States vs. Thos. Hardwick and others, before Wm. I<br>Commissioner, to conduct examination at Helena. Montana: | tradi         | tion          |
| 1875.       |                                                                                                                                                                                                                                                                   |               |               |
| July 27.    | For cash paid Chas. G. Reynolds, Deputy, for his fees and                                                                                                                                                                                                         |               |               |
| do          | expenses in said case as per his <i>Voucher No.</i> 1, fyled herewith.<br>For cash paid Jno. A. Quirk, Special Deputy, for his services                                                                                                                           | \$120         | 50            |
|             | and expenses, as per his <i>Voucher No.</i> 2, fyled herewith                                                                                                                                                                                                     | 275           | 6 OD-         |
| do          | For cash paid J. F. Taylor, Treasurer of Lewis and Clarke County,<br>Montana Territory, for subsisting and keeping the five defen-                                                                                                                                |               |               |
|             | dants in said case in the jail of Lewis and Clarke County, at                                                                                                                                                                                                     |               |               |
|             | the rate paid by the United States for keeping its prisoners, as                                                                                                                                                                                                  | 200           |               |
| do          | per his Voucher No. 3, fyled herewith<br>For cash paid Walter Corwin for his services as guard for said                                                                                                                                                           | 340           | 00            |
|             | defendants at court in day, and at jail at night, as per his                                                                                                                                                                                                      |               |               |
| do          | Voucher No. 4, fyled<br>For cash paid Taylor & Allen for their bill for ice, furnished                                                                                                                                                                            | 140           | 00            |
|             | during said examination of said defendants from July 3 to                                                                                                                                                                                                         |               |               |
| do          | July 24, 1875, as per <i>Voucher No.</i> 5, fyled herewith<br>For cash paid J. H. Irving & Co. for their bill of stationery,                                                                                                                                      | - 4           | - <b>50</b> * |
| uo          | furnished for use of said court during said examination, as per                                                                                                                                                                                                   |               |               |
|             | their Voucher No. 6, fyled herewith                                                                                                                                                                                                                               | 9             | 25            |
| Fo          | or my fees and services in said case; as follows :                                                                                                                                                                                                                |               |               |
| July 1      | -For serving warrants of arrest on Thos. Hardwick, Trevanion Hale,<br>Elijah J. Devereux, John Evans and John Harper, said defen-                                                                                                                                 |               |               |
|             | dants, at Helena, Montana; five services at \$2.00 each                                                                                                                                                                                                           | 10            | <b>00</b>     |
| July 3.–    | -For my fee for serving subpœna on Alexis de Bombarde, M. O.<br>Shum, D. W. Buck, Wm. Conrad and Jos. Layton, at Helena,                                                                                                                                          |               |               |
|             | and on Wm. B. Judd and Chas. D. Hard, at Hot Springs,                                                                                                                                                                                                             |               |               |
| з.          | Montana; seven services at 50c. each                                                                                                                                                                                                                              | 3             | 50            |
| do          | For cash paid for conveyance to Hot Springs to serve subpœnas<br>on C. D. Hard and W. B. Judd                                                                                                                                                                     | 5             | 00            |
| July 24.    | -For my services and attendance at said examination, from July                                                                                                                                                                                                    | -             |               |
| ,           | 3 to July 24, 1875; seventeen days at two dollars per day                                                                                                                                                                                                         | 34            | 00            |
| <b>T</b> 00 |                                                                                                                                                                                                                                                                   | \$921         |               |
| June 23     | -By cash advanced                                                                                                                                                                                                                                                 | 300           | 00            |
| Inly 24     | 1875.—Received payment in full.                                                                                                                                                                                                                                   | <b>\$</b> 621 | 75            |
| -u.j 27,    | (Signed) W. F. WHEELER,                                                                                                                                                                                                                                           |               |               |
|             | U.S. Marshall, M                                                                                                                                                                                                                                                  | Ionta         | na-           |
| (Copv.)     |                                                                                                                                                                                                                                                                   |               |               |
| Ŵ. I        | F. WHEELER, U.S. Marshal, Montana, Dr : To Charles G. Reynolds.                                                                                                                                                                                                   |               |               |

1875. June 24.—For stage fare for P. B. Clarke; for stage fare for self from Helena to Bozeman and return, in going to serve subpœnas on Garry Burke, a witness for prosecution in case of United States vs. Thos. Hardwick et al., on charge of murdering cer-tain Assineboine Indians in British America in 1873, on hearing before W. E. Cullen, U.S. Commissioner. Distance travelled, 230 miles......

\$20 00

| June 24, 25, 26.—For three meals per day while on such service, at \$1 each |       | 00 |
|-----------------------------------------------------------------------------|-------|----|
| do For two nights' lodging                                                  |       | 00 |
| June 25For cash paid for one telegram sent to Deputy from Helena            | 1     | 50 |
| June 25, 26.—For cash paid for one telegram sent to and received from       |       |    |
| said Deputy                                                                 | 3     | 00 |
| do For 17 days' service and attendance before Commissioner Cullen,          |       |    |
| on examination of Thos. Hardwick, and others in crime, on                   |       |    |
| July, 3, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 24,        |       |    |
| at \$5                                                                      | 85    | 00 |
|                                                                             | \$120 | 50 |

Received payment.

(Signed) CHAS. G. REYNOLDS.

(Copy.)

W. F. WHEELER, U.S. Marshal, Montana: To Jno. A. Quirk, Dr.

1875.

| June  | 24.—For cash paid Gibner & Salisbury, for stage fare for self, from<br>Helena to Fort Benton, Montana Territory, in going to serve<br>subpœnas in case of United States vs. Thos. Hardwick <i>et al.</i> , |              |      |
|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------|
|       | for the prosecution, hearing before Commissioner Cullen                                                                                                                                                    |              | 00   |
| do    | 28.—For cash paid steemboat fare, Fort Benton to Carroll, Montana                                                                                                                                          | <b>\$</b> 40 | 00   |
| au    |                                                                                                                                                                                                            |              | 3 00 |
| do    | 29.—Fee for service of subpœna on Geo. M. Bell                                                                                                                                                             | õ            | 50   |
| July  | 1For cash paid guide for three days, at \$4 per day, to go to                                                                                                                                              |              |      |
| U ary | Judith Basin to summon Antonio Haniero                                                                                                                                                                     |              | 00   |
| June  | 29.—For cash paid horse hire for self to go to Judith Basin after                                                                                                                                          |              |      |
| e uno | witness Haniero, three days, at \$3 per day                                                                                                                                                                |              | 00   |
| do    |                                                                                                                                                                                                            |              |      |
|       | fare for witness G. M. Bell, from Carroll to Helena, Montana                                                                                                                                               |              |      |
|       | Territory                                                                                                                                                                                                  | - 30         | 00   |
| June  | 28 to July 3For cash paid for 12 meals for witness Bell at Carroll                                                                                                                                         |              |      |
|       | and on the road to Helena, at \$1                                                                                                                                                                          | 12           | 00   |
| June  | 29For cash paid stage fare for Antonio Haniero, witness, from                                                                                                                                              |              |      |
|       | Read's, Montana Territory, to Helena                                                                                                                                                                       | 20           | 00   |
| July  | 1For service of subpœna on Haneiro                                                                                                                                                                         |              | 50   |
| do    | 1-3For cash paid for nine meals for witness Haneiro on said trip to                                                                                                                                        |              |      |
|       | Heleus                                                                                                                                                                                                     | 9            | 00   |
| June  | 29For cash paid stage fare for self, from Read's to Helena, Montana                                                                                                                                        |              |      |
|       | Territory                                                                                                                                                                                                  | 20           | 00   |
| do    | 24.—Cash paid for 30 meals for self while on said service, at \$1 per                                                                                                                                      |              |      |
|       | meal                                                                                                                                                                                                       | 30           | 00   |
| July  | 6For services as guard, night and day, at Helena jail; from July                                                                                                                                           |              |      |
| •     | 6th to July 21st, both days inclusive; 19 days at \$5 per day                                                                                                                                              |              |      |
|       | and night, in guarding Thos. Hardwick and others                                                                                                                                                           | 95           | 00   |
| do    | 6.—For cash paid for nine nights' lodgings, at \$1                                                                                                                                                         | 9            | 00   |
|       |                                                                                                                                                                                                            |              |      |
|       |                                                                                                                                                                                                            | \$275        | 00   |

## Received payment.

JOHN A. QUIRK. (Signed)

42 Victoria.

2

| (Comm.)                                                                                                                                                                                                                                                                                                                                           |                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| (Copy.)<br>W. F. WHEELER, U.S. Marshal, Montana Territory: To Lewis an<br>County, M. T., Dr.                                                                                                                                                                                                                                                      | d Clarke        |
| July, 1875—For subsisting and keeping Thomas Hardwick, Trevanion Hale<br>Charles Harper, John Evans and J. F. Devereux, arrested or<br>charge of murdering certain Assineboine Indians in the North-<br>West Territory of the Dominion of Canada, including use o<br>jail from 26th June, 1875, to 24th July, 1875, 28 days, at \$2.50<br>per day | n<br>-<br>f     |
| Less, amount for Devereux, who was discharged on 12th July<br>1875, 12 days at \$2.50 per day                                                                                                                                                                                                                                                     | . 30 00         |
| Received payment, 24th July, 1875.<br>(Signed) J. F. TAYLOR<br>Treasurer, Lewis and Clarke Co<br>Montana 7                                                                                                                                                                                                                                        | unty,           |
| In duplicate.                                                                                                                                                                                                                                                                                                                                     | ,               |
|                                                                                                                                                                                                                                                                                                                                                   |                 |
| <ul> <li>(Copy.)</li> <li>W. F. WHEELER, U.S. Marshal, Montana : To Walter Corwin, Dr.</li> <li>1875. 26th June to 25th July, inclusive—</li> </ul>                                                                                                                                                                                               |                 |
| For services as guard, night and day, at Helena jail, from<br>26th June to 24th July, 1875, both days inclusive; 28 days, at<br>\$5 per day and night, in guarding Thomas Hardwick and<br>others.                                                                                                                                                 | i<br>L          |
| Received payment, 24th July, 1876.<br>(Signed) WALTER CORV                                                                                                                                                                                                                                                                                        | VIN.            |
| (Copy.)<br>W. F. WHEELER, U.S. Marshal, Montana, Dr : To Taylor & Allen.                                                                                                                                                                                                                                                                          |                 |
|                                                                                                                                                                                                                                                                                                                                                   |                 |
| For 300 lbs. of ice for use in Commissioner Cullen's Court, from<br>3rd July to 24th July, 1875, at $1\frac{1}{2}$ cents per lb                                                                                                                                                                                                                   |                 |
| Received payment. (Signed) TAYLOR & ALL                                                                                                                                                                                                                                                                                                           | LEN.            |
| HELENA, MONTANA, 24th July, 1875.                                                                                                                                                                                                                                                                                                                 |                 |
| (Copy.)<br>WM. F. WHEELER, U.S. Marshal: Bought of J. H. King & Co.,<br>booksellers, stationers, etc.                                                                                                                                                                                                                                             |                 |
| July 3—1 ream legal cap                                                                                                                                                                                                                                                                                                                           | )               |
| Paid.<br>(Signed) J. H. KING & Co.                                                                                                                                                                                                                                                                                                                | ,               |
| HELENA, MONTANA, 24th July, 1875.<br>120                                                                                                                                                                                                                                                                                                          | <u>61,148</u> , |

#### (Copy.)

THE UNITED STATES : TO W. E. Callen, Dr.

| To services as Commissioner in the matter of Thos. Hard-<br>wick, et al., per diem, from 3rd July to 24th July, |              |    |
|-----------------------------------------------------------------------------------------------------------------|--------------|----|
| 1875, 17 days, at \$5                                                                                           | <b>\$</b> 85 | 00 |
| Taking testimony, 611 folios, at 20 cts                                                                         | 122          | 00 |
| Issuing 15 warrants of arrest, at \$1                                                                           | 15           | 00 |
| Administering 34 oaths, at 10 cts                                                                               | 3            | 40 |
| Issuing 12 subpœnas, at 25 cts                                                                                  | 3            | 00 |
| Fyling 30 papers, at 10 cts                                                                                     | 3            | 00 |
|                                                                                                                 | \$231        | 40 |

HELENA, M.T., 24th July, 1875.

Received of Col. Jas. F. McLeod, Assistant Commissioner, two hundred and thirty-one dollars and forty cents, in full of the foregoing account.

(Signed)

W. E. CULLEN, U.S. Commissioner.

#### HELENA, MONTANA.

Received of James F. McLeod, Assistant Commissioner, twenty-one dollars, witness fees in relation to the extradition of Thos. Hardwick et al., before Cullen, U. S. Commissioner.

> JOHNNY K. POWERS, (Signed) Per CONBAD, Attorney.

\$46.00.

HELENA, MONTANA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, forty-six dollars, witness fees, &c., in re extradition of Thos. Hardwick et. al., before W. E. Cullen, U. S. Commissioner.

(Signed)

W. G. CONRAD.

\$400 **0**0

(Copy.)

1875.

Col. McLEOD: To Chas. D. Hard, Deputy U. S. Marshal.

| June 21To | paid for 135 meals for prisoners' guard en route to Helena     | \$135 | 00  |
|-----------|----------------------------------------------------------------|-------|-----|
| do        | Paid Harwood for transportation of prisoners and guard         | 70    | -00 |
| do        | Paid J. D. Bridles, cash                                       |       | 00  |
| do        | Geo. Croff, 10 meals at Benton                                 | 10    | 00  |
| do        | M. Solomons, passage from Benton to Helena                     |       | 00  |
| do        | Paid passage of solf                                           | 20    | 00  |
| do        | Paid 5 meals en route of self.                                 | -5    | 00  |
| do        | Services in arresting prisoners and attending trials, 30 days, |       |     |
|           | at \$3                                                         | 90    | 00  |
|           | -                                                              |       | _   |

Received payment.

(Signed)

CHAS. D. HARD, Deputy U.S. Marshal.

\$21.00.

### \$36.00.

Received of James F. McLeod, Assistant Commissioner, thirty-six dollars, witness fees in *re* extradition of Hardwick *et al.*, being \$25 for Pelky, \$5 for Buck, and \$6 for Grindell.

(Signed) W. J. SAUNDERS, for Pelky, Buck & Grindell.

HELENA, MONTANA, 24th July, 1875.

HELENA, MONTANA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, fifty-one dollars in full of witness fees in the matter of the extradition of Thomas Hardwick *et al.* 

(Signed) JAMES L. ARROUX.

HELENA, MONTANA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, twenty-seven dollars, in full of witness fees, in *re* extradition of Thomas Hardwick *et al.* 

(Signed) WM. B. JUDD.

HELENA, MONTANA, U.S., 24th July, 1875.

Received of James F. McLeod, Assistant Commissioner, twenty-five dollars, witness fees, in the matter of the extradition of Hardwick *et al.*, before United States Commissioner Cullen.

(Signed) JOHN D. PELLETIER.

\$5.00.

HELENA, MONTANA, U.S., 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, five dollars witness tees, in the matter of the extradition of Hardwick *et al.*, before United States Commissioner Cullen.

(Signed) DAVID BUSH.

\$51.00.

HELENA, MONTANA, 24th July, 1875.

Received of James F. McLeod, Assistant Commissioner, fifty-one dollars in full of per diem and mileage, in the matter of Regina vs. Hardwick et al., as witness for prosecution.

(Signed)

(Signed)

MOSES SOLOMON.

0.

# HELENA, MONTANA.

Received of James F. McLeod, Assistant Commissioner, eighteen dollars—being six dollars for Thum, six dollars for Leighton and six dollars for Buck – witness fees in relation to the extradition of Thomas Hardwick *et al.* 

W. G. CONRAD.

\$27.00.

\$25.00.

\$51.00.

|                                                             | (Signed,)                                                                                                                                                                                                                                                                                                                                                                                                                                                         | I. P. GRINI                                                                         |                                                 |
|-------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------|
| \$50.50.                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                     |                                                 |
|                                                             | Helena, Monta                                                                                                                                                                                                                                                                                                                                                                                                                                                     | NA,                                                                                 |                                                 |
| cents in                                                    | ceived of James F. McLeod, Assistant Commissioner,<br>a full of witness fees, in <i>re</i> extradition, Hardwick <i>et al</i><br>commissioner.                                                                                                                                                                                                                                                                                                                    | fifty dolla                                                                         | rs and fift<br>E. Cullen                        |
| 01.01.01                                                    | (Signed)                                                                                                                                                                                                                                                                                                                                                                                                                                                          | E <b>D</b> . M. H                                                                   | BULL.                                           |
| \$80.00.                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                     |                                                 |
|                                                             | HELENA, MONTANA                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A, 26th July                                                                        | 1875.                                           |
| Ree<br>fees, in<br>mission                                  | ceived of James F. McLeod, Assistant Commissioner,<br>re extradition of Thomas Hardwick et al., before W<br>er.                                                                                                                                                                                                                                                                                                                                                   | eighty dolla<br>. E. Cullen,                                                        | rs, witnes<br>U. S. Com                         |
| Witness                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | his<br>x HAN<br>mark.                                                               | IERO.                                           |
| (                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | mun K.                                                                              |                                                 |
| Assista<br>Mai                                              | TO J. X. COMMISSIONER JAMES F. McLeod: To J. X. Coshal, Dr.                                                                                                                                                                                                                                                                                                                                                                                                       | Beidler, U.S                                                                        | S. Deputy                                       |
|                                                             | ······································                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                     |                                                 |
|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1                                                                                   |                                                 |
| Voucher.                                                    | Service.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                     | m                                               |
|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Amount.                                                                             | Total.                                          |
|                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Amount.<br>\$ cts.                                                                  | fotal.                                          |
| No. 1                                                       | W. Rowe trip to High Wood                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$ cts.                                                                             |                                                 |
| No. 1                                                       | W. Rowe trip to High Wood                                                                                                                                                                                                                                                                                                                                                                                                                                         | \$ cts.                                                                             |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4                            | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher                                                                                                                                                                                                                                                                                              | \$ cts.<br>30 00<br>80 00<br>22 50<br>2 00                                          |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6          | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>do<br>do<br>Meals at John's, as per voucher                                                                                                                                                                                                                                               | \$ cts.<br>30 00<br>80 00<br>22 50<br>2 00<br>2 00<br>2 00                          |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>do do                                                                                                                                                                                                                                                                                     | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>do do                                                                                                                                                                                                                                                                                     | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Krnger's do                                                                                                                                                                                      | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           | \$ cts.                                         |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bil at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>do do<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Messenger at HighWood do<br>Messenger at HighWood do<br>Messenger at HighWood do<br>Messenger's do<br>do Spitzler's do<br>Received from Charles D. Hard                                           | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           |                                                 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bil at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>do do<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Messenger at HighWood do<br>Meals at Kruger's do                                                                                                                                                  | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           | \$ cts.<br>159 <b>50</b>                        |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Messenger at HighWood do<br>Meal's at Kruger's do<br>do Spitzler's do<br>Beceived from Charles D. Hard                                                                                                    | \$ cts.<br>30 00<br>22 50<br>2 00<br>2 00<br>2 00<br>2 00                           | \$ cta.<br>159 50<br>100 00                     |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>do do<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Kruger's do<br>do Spitzler's do<br>Balance due for expenses<br>For services of self, from Benton to Helens, with prisoners, and<br>trips to Benton and return, and attendance at trial, 30 days, | \$ cts.<br>30 00<br>80 00<br>22 50<br>2 00<br>2 00<br>3 00<br>10 00<br>4 90<br>4 90 | \$ cts.<br>159 <b>50</b>                        |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Twenty-eight Mile Springs, as per voucher<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Kruger's do<br>do Spitzler's do<br>Balance due for expenses                                                                                         | \$ cts.<br>30 00<br>80 00<br>22 50<br>2 00<br>2 00<br>3 00<br>10 00<br>4 90<br>4 90 | \$ cta.<br>159 50<br>100 00<br>\$59 50<br>90 00 |
| No. 1<br>No. 2<br>No. 3<br>No. 4<br>No. 5<br>No. 6<br>No. 7 | W. Rowe, trip to High Wood<br>Stage fare, 4 trips, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>do do<br>Meals at John's, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Hotel bill at Fort Benton, as per voucher<br>Meals at Kruger's do<br>do Spitzler's do<br>Balance due for expenses<br>For services of self, from Benton to Helens, with prisoners, and<br>trips to Benton and return, and attendance at trial, 30 days, | \$ cts.<br>30 00<br>80 00<br>22 50<br>2 00<br>2 00<br>3 00<br>10 00<br>4 90<br>4 90 | \$ cts.<br>159 50<br>100 00<br>\$59 50          |

42 Victoria.

\$6.00.

Received of James F. McLeod, Assistant Commissioner, six dollars, witness fees, in re Thomas Hardwick et al., for extradition before U.S. Commissioner Cullen.

(Signed.) H. P. GRINDELL

HELENA, 26th July, 1875.

A. 1879

(Signed) J. X. BEIDLER.

A. 1879

42 Victoria.

\$30.00.

\$80.00.

\$22.50.

FORT BENTON, 6th July, 1875.

Received of J. X. Beidler the sum of thirty dollars, for making trip to High Wood Mountains to find Smith and Ladd's camp.

Received payment.

(Signed) WM. ROWE.

HELENA, M.T., 22nd July, 1875.

Received of J. X. Beidler, sixty dollars for stage fares from Benton to Helena and Helena to Benton, and return.

\$20 for Farwell.

(Signed)

W. C. CHILDS, Agent and Superintendent.

FORT BENTON, 10th July, 1875.

Received of J. X. Beidler the sum of twenty-two dollars and fifty cents for meals and lodging while at Benton looking for prisoners.

(Signed) ROWE & BRO.

TWENTY-EIGHT MILE SPRINGS, 10th July, 1875.

Received of J. X. Beidler, two dollars for meals en route to Benton and back.

(Signed) EDWARD KELLY.

TOLL GATE, 11th July, 1875.

Received of J. X. Beidler, two dollars for meals to and from Benton.

(Signed) WILLIAM JOHNS.

TWENTY-RIGHT MILE SPRINGS.

#### \$2.00.

\$2.00.

Received of J. X. Beidler, two dollars for meals.

(Signed) GEORGE BROWN.

FORT BENTON, 16th July, 1875.

#### \$3.00.

\$10.00.

Received of J. X. Beidler, three dollars for meals and bed.

(Signed) ROWE & BRO.

FORT BENTON, 15th July, 1875.

Received of J. X. Beidler, ten dollars for self and horse to go to High Wood and back after J. M. Arroux.

S. + BILLIDAUX.

Witness-J. M. ABROUX.

124

\$2.00.

\$2.00.

\$2.00.

\$2.00.

\$2.00.

\$450 00.

42 Victoria.

ROCK CREEK STATION, 17th July, 1875.

Received of J. X. Beidler, two dollars for meals to and from Benton.

(Signed) AUG. KRUGER.

ROCK CREEK STATION, 11th July; 1875.

Received of J. X. Beidler, two dollars for meals on way from Benton.

(Signed) AUG. KRUGER.

EAGLE ROCK STATION, 10th July, 1875.

Received of J. X. Beidler, two dollars for meals while *en route* to Benton and back. (Signed) S. SPITZLEY.

.

EAGLE ROCK STATION, 16th July, 1875.

Received from J. X. Beidler, two dollars for meals to and from Benton.

(Signed) S. SPITZLEY.

HELENA, 23rd July, 1875.

Received from Assistant Commissioner McLeod, N.-W.M.P., the sum of four hundred and fifty dollars' as follows :---

|                                   | 450   | 00 |  |
|-----------------------------------|-------|----|--|
| The Assistant Commissioner        | 200   | 00 |  |
| Major Irvine                      |       | 00 |  |
| The Assistant Commissioner        | 50    | 00 |  |
| From J. G. Baker & Co., at Benton | \$100 | 00 |  |

To pay his expenses in securing witnesses and for his own attendance as witness in the matter of prosecution of the Cypress Hills' murderers.

This amount to be accounted for.

(Signed)

ALEX. FARWELL.

\$30.00.

HELENA, MONTANA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, thirty dollars for board of R. Haneiro, witness in re Thos. Hardwick et al., for extradition,

# (Signed) 125

C. D. SULLIVAN.

#### \$30.000.

HELENA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, thirty dollars for board of George Bell, witness in *re* Hardwick *et al.*, for extradition, before Cullen, U.S. Commissioner.

(Signed) CHRIS. KEACK.

HELENA, MONTANA TERRITORY.

Col. McLEOD, Dr.: To John A. Quirk.

For ten days services to two subpœnas, Geo. W. Bell and Club-foot Tommy, from June 24 to July 3, 1875, at five dollars per day... \$50 00 Received payment.

(Signed) JOHN A. QUIRK.

\$5.00.

HELENA, July 26, 1875.

Received of James F. McLeod, Assistant Commissioner, five dollars for services as interpretor of testimony, one day, in *re* Hardwick *et al.*, for extradition.

(Signed)

J. B. LEBEAU, by W. F. SANDERS, his Attoruey.

LAW OFFICE OF W. F. SANDERS, HELENA, MONTANA, 27th July, 1875.

JAMES F. McLEOD, Assistant Commissioner, Dr.: To W. F. Sanders.

\$1,500 00

Received payment in full.

(Signed) W. F. SANDERS.

HELENA, MONTANA, 26th July, 1875.

Received from Lieut.-Col. McLeod, the sum of two hundred and four dollars and fifty cents on account of pay as guide.

(Signed)

his ALEXIS  $\times$  LA BOMBARDE. mark.

Witness.

\$204.50.

(Signed) JAS. T. STANFORD.

42 Victoria.

\$15.00.

HELENA, M.T., 14th June, 1875. NORTH-WEST MOUNTED POLICE: To Geo. H. Piatt.-Livery, sale and feed stable. &c. May 27.-To hire team and buck wagon ...... \$120 00 Messrs. J. G. BAKER & Co.: Please pay the above. (Signed) JAMES F. McLEOD. Assistant Commissioner. Received payment. GEO. H. PIATT. (Signed) HELENA, M.T., 26th July, 1875. NORTH-WEST MOUNTED POLICE: To George H. Piatt, Dr.:-Livery, sale and feed stable, &c. To 12 days team to Benton..... \$120 00 10 do Shaw ..... 100 00 2 halters 3 00 14 days feed, two horses..... 28 00 Hire of buggy, per Farwell..... 18 00 \$269 00 Certified. (Signed) JAMES F. McLEOD, Assistant Commissioner. Received payment of J. G. Baker & Co. (Signed) GEO. H. PIATT. HELENA, M.T., 26th July, 1875. Col. McLEOD, per FARWELL: To Geo. H. Piatt, Dr. :--Livery, sale and feed stable, &c. July 14.—To hire of buggy..... \$3 00 do 17 3 00 do \*\*\*\*\* do 18 do 3 00 do 19 do 3 00 do 20 do 3 00 do 23 3 00 do \$18 00 Certified. (Signed) JAMES F. McLEOD, Assistant Commissioner. Memo.-Incurred for bringing up witnesses.

HELENA, M.T., 27th July, 1875.

Received of Jas. F. McLeod, the sum of fifteen dollars, for services guarding you when under arrest, Devereux vs. McLeod.

(Signed) 127

SETH BULLOCK.

HELENA, M.T., 28th July, 1875.

NORTH-WEST MOUNTED POLICE: In account with St. Louis Hotel.

| Service.                                                                              | Amount.                            | Total.           |
|---------------------------------------------------------------------------------------|------------------------------------|------------------|
| Col. McLeod-<br>For board, &c., from 7th June to 28th July<br>To wash bill<br>postage | \$ cts.<br>153 00<br>10 00<br>1 77 | \$ cts-          |
| Capt. Crozier<br>To board and lodging, 5½ days                                        |                                    | 164 77           |
| Chas. Ryan<br>To board and lodging, 254 days                                          | •••••                              | 76 50            |
| Major Irvine—<br>To board and lodging, from 15th June to 28th July<br>To washing      | 129 00<br>11 25                    | 140 25           |
| To board and lodging, from 15th June to 28th July                                     |                                    | 129 00           |
| Alex. La Bombarde-<br>To board and lodging, from 15th June to 28th July               |                                    | 129 00           |
| James Stanford, Clerk-<br>To board and lodging, from 15th July to 28th July           |                                    | 48 00            |
|                                                                                       |                                    | <b>\$</b> 703 27 |

Messrs. J. G. Baker & Co.

Please pay the above bill and charge Cypress Hills Account.

(Signed)

JAMES F. McLEOD, Assistant Commissioner.

HELENA, M.T., 28th July, 1875.

Received payment from J. G. Baker & Co.

SAML. GILMOR. (Signed)

HELENA, MONTANA, 28th July, 1875.

# JAMES F. McLEOD, Dr.: To W. U. Telegraph Co.

| Da       | te.    |             | Service.              | Amou | a <b>t</b> . |
|----------|--------|-------------|-----------------------|------|--------------|
|          |        |             |                       | \$   | cts.         |
| July     | 5<br>1 | do messages | to Richardson, Ottawa |      | 80           |
| do<br>do | 16     |             | to Robinson, Toronto  |      | 00<br>80     |
| do       | 19     | do          | to Richardson, Uttawa | -    | 40           |
| do       | 20     | do          | do                    |      | 20           |
| do       | 20     | do          | do                    |      | 75           |
| do       | 20     |             | to Stovel, Toronto    |      | 80           |
| do       | 22     | do          | to Richardson, Ottawa |      | 80           |
| do       | 23     | do          | do                    |      | 80           |
| do       | 23     | do          | do                    |      | 80           |
| do       | 24     | do          | do                    |      | 80           |
|          |        |             |                       | \$76 |              |
|          |        |             |                       | \$70 | 35           |

Received payment.

\* Private.

(Signed)

W E FREDERICK.

# SCHEDULE A.

STATEMENT of Payments made to Messrs. J. G. Baker & Co., on account of North-West Mounted Police, for Fiscal Year 1876-77, as per Vouchers in detail annexed hereto.

| Number.                                                                                                      | Supplies.                                                                                                                                                                                          | Amount.                                 | Total.         |
|--------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|----------------|
| 180<br>181<br>182<br>189<br>213<br>227<br>228<br>229<br>230<br>231<br>232<br>233<br>233<br>233<br>233<br>233 | Miscellaneous supplies<br>do<br>do<br>Beef, Calgarry<br>Dr. Nevit's stage fare<br>Transport of stores<br>Miscellaneous supplies<br>do<br>do<br>Blankets and moccasins, &c<br>Stable bill, &c<br>do | 33 08 ;<br>3,239 45 ;                   | \$ ct <b>z</b> |
| 243<br>243<br>247<br>376                                                                                     | do<br>Transport of stores, &c<br>Miscellaneous supplies<br>Hay                                                                                                                                     | 3 20<br>402 97<br>14,282 10<br>3,930 00 |                |

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STATEMENT of Payments made to Messrs. J. G. Baker & Co., &c.-Continued.

| Number. | Supplies.                                                 | Amou             | nt.   | Tota      | 1.   |
|---------|-----------------------------------------------------------|------------------|-------|-----------|------|
|         |                                                           |                  | cts.  | \$        | cts. |
| 441     | Miscellaneous supplies                                    | 13,291           | 08    | i         |      |
| 442     | do                                                        | 21,331           |       | 1         |      |
| 506     | Beef                                                      | 6,341            | 01    |           |      |
| 508     | Miscellaneous supplies.                                   | 31,691           | 06    | 1         |      |
| 521     | do                                                        | 2,884            | 39    |           |      |
| 547     | do                                                        | 4,809            | 28    |           |      |
| 602     | do                                                        | 16               | 10    | i         |      |
| 650     | do                                                        | 744              | 67    | 1         |      |
| 651     | do                                                        | 1,679            |       |           |      |
|         |                                                           |                  |       | \$126,243 | 65   |
|         | LESS-Charges for building material transferred to the De- |                  |       | ł         |      |
|         | partment of Public Works                                  | - 100 - 40 - 100 | ••••• | 4,186     | 65   |
|         |                                                           |                  |       | \$122,057 | 00   |

Total payments to Messrs. J. G. Baker & Co., as per Public Accounts, 1876-77, part 2, pages 114 to 125, \$122,057.00.

### SCHEDULE B.

CLASSIFICATION of Payments made to Messrs. J. G. Baker & Co., on account of North-West Mounted Police, as shown in Public Accounts, 1876-77, pages 114 to 125.

| Subsistence                          | \$ 38,124 94 |
|--------------------------------------|--------------|
| Uniforms and clothing                | 4,685 05     |
| Arms and ammunition                  | 24 50        |
| Travelling expenses                  | 33 50        |
| Freight and transport                | 3,084 34     |
| Horses and equipment                 | 2,801 23     |
| Forage, &c                           | 62,435 02    |
| Sleighs, waggons and buggies.        | 369 49       |
| Printing, advertizing and stationery | 116 87       |
| Barrack and camp equipment           | 3,306 60     |
| Fuel and light                       | 1,493 80     |
| Blacksmith stores                    | 1,066 48     |
| Hospital stores and expenses         | 272 24       |
| General stores                       | 4,123 69     |
| Legal expenses                       | 26 25        |
| Farming implements                   | 93 00        |
|                                      |              |

\$122,057 00

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(Copy.)

FORT MCLEOD.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| Dat        | æ.      |                           | Quantity.                                | Rate |                   | Amount.                                               | Total.         |
|------------|---------|---------------------------|------------------------------------------|------|-------------------|-------------------------------------------------------|----------------|
|            | 6.      |                           |                                          |      | ets.              | \$ cts.                                               | <b>\$</b> ets. |
| July       | 1       | To 764                    | lbs. domestic beef                       |      | 03하               | 26 74                                                 | <b>\$</b> 0.00 |
| do         | 6       | 1                         | Dutch oven                               |      |                   | 2 50                                                  |                |
| do         | 6       | 1                         | camp kettle                              |      |                   | 2 00                                                  |                |
| do<br>do   | 6<br>6  | 1<br>132                  | fry pan                                  |      |                   |                                                       |                |
| do         | 6       | 152                       | bottle castor oil                        |      |                   | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ |                |
| do         | 6       | 940                       | lbs. domestic beef                       |      | 031               | 32 90                                                 |                |
| do         | 6       | 200                       | do flour                                 |      | 08                | 16 00                                                 |                |
| do         | 6       | 406                       | do do                                    |      | 08                | 32 48                                                 |                |
| -do<br>-do | 6       | 1                         | bottle sweet oil                         |      | 50 ļ              | 0 50  <br>3 00                                        |                |
| do         | 6       | 730                       | lbs domestic beef                        | 0    | 03‡               | 25 55 1                                               |                |
| -do        | 6       | 1                         | bottle sweet oil                         |      |                   | 0 50                                                  |                |
| do         | 6       | 12                        | tin camp kettles                         |      | 00                | 36 00                                                 |                |
| do         | 6       | 5,406                     | lbs. biscuit                             |      | 131               | 729 81                                                |                |
| do<br>do   | 6       | 181                       | sacks flour                              |      | 00                | 1,448 00                                              |                |
| do         | 6       | $5,972 \\ 1,583$          | do coffee                                | 0    | 28                | 1,015 24<br>443 24                                    |                |
| do         | 6       | 2,282                     | do salt                                  |      | 061               | 142 62                                                |                |
| do         | 6       | 1,964                     | do beans                                 | 0.   |                   | 176 76                                                |                |
| do         | 6       | 1,002                     | do-dried apples                          | 0    |                   | 160 32                                                |                |
| do<br>do   | 6       | 3,931                     | do potatoes                              | 0    |                   | 196 55                                                |                |
| do         | 6<br>6  | 155 <del>5</del><br>9,569 | doz. yeast powders<br>lbs. bacon         |      | 00<br>17          | $\begin{array}{c ccccccccccccccccccccccccccccccccccc$ |                |
| do         | 6       | <b>49</b> ,117            | do oats                                  | -    | 06 <del>1</del> , | 3,192 60                                              |                |
| do         | 6       | 343                       | sacks for same                           |      | 40                | 137 20                                                |                |
| do         | 6       | 3                         | heating stoves                           | 35   |                   | 105 00                                                |                |
| do<br>do   | 6       | 6                         | do do ob                                 |      |                   | 150 00                                                |                |
| do         | 6<br>6  | 4                         | cooking stoves (complete.)               | 55   | 75                | 220 00<br>9 00                                        |                |
| do         | 6       | $\frac{12}{200}$          | extra bake pans                          | 0    |                   | 100 00                                                |                |
| ·do        | 6       | 4                         | crow hars                                |      | 00                | 12 00                                                 |                |
| do         | 6       | 12                        | monkey wrenches                          |      | 50                | 30 00                                                 |                |
| do<br>do   | 6       | 3,330                     | lbs. iron                                |      |                   | 416 25                                                |                |
| -do        | 6       | 40<br>78                  | do gingerdo putty                        | 0    | 25                | 20 00<br>19 50                                        |                |
| do         | 6       | 40                        | do mustard                               | ŏ    |                   | 28 00                                                 |                |
| do         | 6       | 1,800                     | do soap                                  | Ō    |                   | 198 00 ;                                              |                |
| do do      | 6       | ´ Ş                       | cads matches                             | 8    |                   | 64 00                                                 |                |
| do<br>do   | 6       | 360                       | lbs. royal tobacco                       | 0    |                   | 270 00                                                |                |
| do         | 6)<br>6 | 1,000<br>225              | do army do<br>do horse shoe nails        | 0    |                   | 750 00<br>78 75                                       |                |
| do         | 61      | 18                        | kegs of horse shoes                      | n    | · · ·             | 198 00                                                |                |
| do         | 6       | 12                        | hay forks                                | 1    |                   | 18 00                                                 |                |
| do         | 6       | 11                        | long shovels                             | 2    |                   | 22 00                                                 |                |
| do<br>de   | 6<br>6  | 6                         | short do                                 | 2    |                   | 12 00<br>1,126 30                                     |                |
| do         | 6       | 1,609<br>7 <b>2</b>       | lbs. tea<br>fry pans                     | 0    |                   | 72 00                                                 |                |
| do         | 6       | 48                        | wood buckets                             | ō    |                   | 24 00                                                 |                |
| do         | 6       | 10                        | gals, boiled oil                         | 3    |                   | 30 00                                                 |                |
| do         | 6       | 4                         | sledge hammers                           | 3    |                   | 12 00                                                 |                |
| ∢do<br>¢do | 6<br>6  | 4                         | do handles                               | 0    |                   | 2 00<br>65 00                                         |                |
| do         | 6       |                           | gals. syrup                              | 0    |                   | 40 00                                                 |                |
| do         | 6       | 100<br>4004               | yards calico                             | ŏ    |                   | 60 11                                                 |                |
| do         | 6       | 3                         | boxes glass, 8 x 10                      | 7    | 00                | 21 00                                                 |                |
| do         | 6       | 6                         | do 10 x 12                               | 7    |                   | 45 00                                                 |                |
| do<br>do   | 6       | 100                       | galscoal oil                             | 1    |                   | 100 00  <br>27 00                                     |                |
| do         | 6'<br>6 | 6                         | dos. lamp chimneys, No. 1<br>do do No. 2 | 4    |                   | 27 00                                                 |                |
| do         | 6       | 6<br>18                   | do do No. 2                              |      | 50                | 45 00                                                 |                |

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| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                   |                                       | <b>To</b> 6<br>12<br>48<br>24<br>50<br>100<br>50<br>720<br>6<br>24<br>222<br>23<br>36                                                                        | camp kettles<br>wash basins<br>military shirts<br>shoe brushes<br>wood pipes<br>butcher knives<br>boxes blacking<br>sieves<br>lbs rope<br>lamp burners, No. 1<br>do No. 2 | 0<br>2<br>1<br>0<br>0<br>0<br>1<br>2<br>0<br>0<br>0<br>0 |                                                                                     | 18<br>60<br>120<br>60<br>20<br>20<br>22<br>50<br>62<br>90<br>62<br>90<br>64 | cts.<br>00<br>00<br>00<br>00<br>50<br>00<br>50<br>00<br>00<br>00<br>63 | \$      | cts  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|-------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------------------------------------|---------|------|
| do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6,           do         6, |                                       | 12     48     48     24     50     100     50     720     6     24     2221     36     36     3                                                              | wash basins                                                                                                                                                               | 0<br>2<br>1<br>0<br>0<br>0<br>1<br>2<br>0<br>0<br>0<br>0 | $50 \\ 50 \\ 25 \\ 831 \\ 45 \\ 50 \\ 25 \\ 121 \\ 00 \\ 00 \\ 25 $                 | 6<br>120<br>60<br>20<br>22<br>50<br>62<br>90<br>62<br>48                    | 00<br>00<br>00<br>50<br>00<br>50<br>00<br>00<br>00                     |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                   |                                       | $ \begin{array}{r}     48 \\     48 \\     24 \\     50 \\     100 \\     50 \\     720 \\     6 \\     24 \\     222 \frac{1}{2} \\     36 \\ \end{array} $ | military shirts                                                                                                                                                           | 2<br>1<br>0<br>0<br>0<br>1<br>1<br>2<br>0<br>0<br>0      | $50$ $25$ $83\frac{1}{8}$ $45$ $50$ $25$ $12\frac{1}{2}$ $00$ $00$ $25$             | 120<br>60<br>20<br>22<br>50<br>62<br>90<br>6<br>48                          | 00<br>00<br>50<br>00<br>50<br>00<br>00<br>00                           |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                 | · · · · · · · · · · · · · · · · · · · | $ \begin{array}{r}     48 \\     24 \\     50 \\     100 \\     50 \\     720 \\     6 \\     24 \\     222 \frac{1}{2} \\     36 \\ \end{array} $           | cotton shirts<br>shoe brushes<br>wood pipes<br>butcher knives<br>boxes blacking<br>sieves<br>lbs rope<br>lamp burners, No. 1                                              | 1<br>0<br>0<br>1<br>0<br>1<br>2<br>0<br>0<br>0           | $\begin{array}{r} 25 \\ 831 \\ 45 \\ 50 \\ 25 \\ 121 \\ 20 \\ 00 \\ 25 \end{array}$ | 60<br>20<br>22<br>50<br>62<br>90<br>6<br>48                                 | 00<br>00<br>50<br>00<br>50<br>00<br>00<br>00                           |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                                                                 | ····                                  | $ \begin{array}{r} 24\\ 50\\ 100\\ 50\\ 720\\ 6\\ 24\\ 222\frac{1}{2}\\ 36\\ \end{array} $                                                                   | shoe brushes<br>wood pipes<br>butcher knives<br>bocket knives<br>boxes blacking<br>sieves<br>lbs rope                                                                     | 0<br>0<br>1<br>0<br>1<br>2<br>0<br>0<br>0                | 831<br>45<br>50<br>25<br>121<br>00<br>00<br>25                                      | 20<br>22<br>50<br>62<br>90<br>6<br>48                                       | 00<br>50<br>00<br>50<br>00<br>00<br>00                                 |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                           | ····<br>····                          | $   \begin{array}{r}     50 \\     100 \\     50 \\     720 \\     6 \\     24 \\     222 \\     36   \end{array} $                                          | wood pipes<br>butcher knives<br>pocket knives<br>boxes blacking<br>sieves<br>axes<br>lbs rope                                                                             | 0<br>0<br>1<br>0<br>1<br>2<br>0<br>0<br>0                | 45<br>50<br>25<br>12 <del>1</del><br>00<br>00<br>25                                 | 22<br>50<br>62<br>90<br>6<br>48                                             | 50<br>00<br>50<br>00<br>00<br>00                                       |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                 | ····<br>····                          | $   \begin{array}{r}     100 \\     50 \\     720 \\     6 \\     24 \\     222 \\     36   \end{array} $                                                    | butcher knives<br>pocket knives<br>boxes blacking<br>sieves<br>lbs rope<br>lamp burners, No. 1                                                                            | 0<br>1<br>0<br>1<br>2<br>0<br>0                          | 50<br>25<br>12 <u>1</u><br>00<br>00<br>25                                           | 50<br>62<br>90<br>6<br>48                                                   | 00<br>50<br>00<br>00<br>00                                             |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                       |                                       | $   \begin{array}{r}     50 \\     720 \\     6 \\     24 \\     222 \\     36   \end{array} $                                                               | pocket knives<br>boxes blacking<br>sieves<br>lbs rope<br>lamp burners, No. 1                                                                                              | 1<br>0<br>1<br>2<br>0<br>0                               | 25<br>121<br>00<br>00<br>25                                                         | 62<br>90<br>6<br>48                                                         | 50<br>00<br>00<br>00                                                   |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                                                                                         | ····                                  | 720<br>6<br>24<br>222 <del>1</del><br>36                                                                                                                     | boxes blacking<br>sieves<br>axes<br>lbs rope<br>lamp burners, No. 1                                                                                                       | 0<br>1<br>2<br>0<br>0                                    | $12\frac{1}{2}$<br>00<br>00<br>25                                                   | 90<br>6<br>48                                                               | 00<br>00<br>00                                                         |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                               |                                       | 6<br>24<br>222 <del>1</del><br>36                                                                                                                            | sieves<br>axes<br>lbs rope<br>lamp burners, No. 1                                                                                                                         | 1<br>2<br>0<br>0                                         | 00 <sup>2</sup><br>00<br>25                                                         | 6<br>48                                                                     | 00<br>00                                                               |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                                                                                         |                                       | 24<br>2221<br>36                                                                                                                                             | axes                                                                                                                                                                      | 2<br>0<br>0                                              | 00<br>25                                                                            | 48                                                                          | 00                                                                     |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                   |                                       | 2221<br>36                                                                                                                                                   | lbs rope<br>lamp burners, No. 1                                                                                                                                           | 0                                                        | 25                                                                                  |                                                                             |                                                                        |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                   |                                       | 36                                                                                                                                                           | lamp burners, No. 1                                                                                                                                                       | 0                                                        |                                                                                     | 1 00                                                                        |                                                                        |         |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                                                                                                                                         |                                       |                                                                                                                                                              |                                                                                                                                                                           | -                                                        |                                                                                     | 19                                                                          | 00                                                                     | 1       |      |
| do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.           do         6.                                                                                                                                                                                                                                                 |                                       |                                                                                                                                                              |                                                                                                                                                                           | 1 0                                                      |                                                                                     |                                                                             | 00                                                                     |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                                                                                                   |                                       | 41                                                                                                                                                           | potato sacks.                                                                                                                                                             |                                                          |                                                                                     |                                                                             | 40                                                                     |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                                                                                                   |                                       | 48                                                                                                                                                           | kegs nails, 100 lbs each                                                                                                                                                  | -                                                        | 00                                                                                  | 342                                                                         |                                                                        |         |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                                                                                                                                                               |                                       | 4                                                                                                                                                            | do 50 do                                                                                                                                                                  | 6                                                        | 25                                                                                  |                                                                             | 00                                                                     | 1       |      |
| do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.         do       6.                                                                                                                                                                                                                                                                                                                                                                                                       |                                       | 10                                                                                                                                                           | lbs. nitre                                                                                                                                                                | 1 7                                                      | 45                                                                                  |                                                                             | 50                                                                     | 1       |      |
| do 6.<br>do 6.<br>do 6.<br>do 6.<br>do 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                       | 8                                                                                                                                                            | do spirits ammonia                                                                                                                                                        | -                                                        |                                                                                     | . –                                                                         | 00                                                                     |         |      |
| do 6<br>do 6<br>do 6<br>do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                       | 8                                                                                                                                                            | do do nitre                                                                                                                                                               |                                                          | 75                                                                                  | 6                                                                           | 00                                                                     | l       |      |
| do 6.<br>do 6.<br>do 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                       | - 7                                                                                                                                                          | do sulphuric ether                                                                                                                                                        |                                                          | 50                                                                                  | 10                                                                          | 54                                                                     |         |      |
| do 6<br>do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | İ                                     | 4+                                                                                                                                                           | do do acid                                                                                                                                                                |                                                          | 90                                                                                  | 4                                                                           | 05                                                                     | 1       |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                       | 2                                                                                                                                                            | do nitric do                                                                                                                                                              | 1                                                        | 00                                                                                  | 2                                                                           | 00                                                                     |         |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       | 24                                                                                                                                                           | pkgs. condition powders                                                                                                                                                   |                                                          | 50                                                                                  | 12                                                                          | 00                                                                     |         |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | !                                     | 1                                                                                                                                                            | gal. oil of turpentine                                                                                                                                                    |                                                          |                                                                                     | 2                                                                           | 50                                                                     |         |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       | 12                                                                                                                                                           | bottles of mustang liniment                                                                                                                                               |                                                          | 00                                                                                  |                                                                             | 00                                                                     |         |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       | 8                                                                                                                                                            | lbs. Venice tu pentine                                                                                                                                                    |                                                          | 75                                                                                  |                                                                             | 00                                                                     |         |      |
| do 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                       |                                                                                                                                                              | Cans and demijohns for same                                                                                                                                               |                                                          |                                                                                     |                                                                             | 00                                                                     | 1       |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       |                                                                                                                                                              | gal. turpentine                                                                                                                                                           |                                                          | 50                                                                                  | 1                                                                           |                                                                        |         |      |
| do 🤄 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                       |                                                                                                                                                              | lbs. white lead                                                                                                                                                           | -                                                        | 35                                                                                  | -                                                                           | 50                                                                     |         |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       | 1                                                                                                                                                            | paint brush                                                                                                                                                               |                                                          |                                                                                     | _                                                                           | 00                                                                     | 1       |      |
| do 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                       |                                                                                                                                                              | enamelled wash basins                                                                                                                                                     |                                                          | 50                                                                                  |                                                                             | 00                                                                     | 1       |      |
| do 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                       | 4                                                                                                                                                            | large bottles ink                                                                                                                                                         | ******                                                   |                                                                                     | 4                                                                           | 00                                                                     |         |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                       |                                                                                                                                                              | sharps on C 104 lbs, success at 1                                                                                                                                         |                                                          |                                                                                     | ·                                                                           | —-i                                                                    | \$15,42 |      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Le                                    | ss, over                                                                                                                                                     | charge on 6,104 lbs. sugar, at 1c                                                                                                                                         |                                                          | •••••                                                                               | •••••                                                                       | •••••                                                                  | 0.      | 1 04 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                       |                                                                                                                                                              |                                                                                                                                                                           |                                                          |                                                                                     |                                                                             |                                                                        | \$15,36 | 1 00 |

NORTH-WEST MOUNTED POLICE :- Bought of J. G. Baker & Co.

The sacks are included in the weight of bacon. J. G. Baker & Co. will furnish bacon equivalent to the weight of the sacking, viz.: 594 lbs. The above articles were received at Fort McLeod in good order.

(Signed) A. SHWITLIFF, S.G.

Certified correct. A. G. IRVINE, (Signed) Assistant Commissioner.

FORT McLEOD, 17th February, 1876.

(Copy.)

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FORT BENTON, M.T., 20th June, 1876.

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with A. J. Baker & Co.

| Date.     |          | Quantity.                                                                                                                                 | Rate.                 | Amount.          | Total. |  |
|-----------|----------|-------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|------------------|--------|--|
| ·····     |          |                                                                                                                                           | \$ cts.               | \$ cts.          | \$ ct  |  |
| fay<br>do | 10<br>10 | To 1 bottle castor oil                                                                                                                    |                       | 3 00             |        |  |
| do        | 10       | 1 square                                                                                                                                  |                       | 1 25             |        |  |
| do        | 10!      | 1 bottle castor oil                                                                                                                       |                       | 0 50             |        |  |
| do        | 10[      | 1 pair breast straps                                                                                                                      |                       | 2 50             |        |  |
| do<br>une | 10       | doz. imperial riveted traces<br>packages blotting paper<br>stick sealing wax<br>ruler                                                     | 24 00                 | 12 00<br>0 50    |        |  |
| do        | 1        | 1 stick sealing wax                                                                                                                       |                       | 0 50             |        |  |
| do        | 1        | 1 ruler                                                                                                                                   |                       | 1 00             |        |  |
| lo        | 6        | 1 keg 30 lbs. nails                                                                                                                       |                       | 1 900            |        |  |
| io        | 6        | 1 do 40 do                                                                                                                                |                       | 9 00             |        |  |
| io<br>io  | 6<br>6   | 1 do 16 do<br>1 doz. axes                                                                                                                 |                       | 9 00<br>24 00    |        |  |
| do        | 6        | 10 lbs. glue                                                                                                                              |                       |                  |        |  |
| do        | 6        | 1 adze                                                                                                                                    |                       | 5 00             |        |  |
| do        | 6        | 2 adze handles                                                                                                                            | 0 75                  | 1 50             |        |  |
| lo        | 6        | 3 picks                                                                                                                                   |                       | 12 00            |        |  |
| do        | 6        | 1 spirit level                                                                                                                            |                       | 3 00<br>4 00     |        |  |
| do<br>do  | 6<br>6   | 2 gross 2-inch screws<br>2 do $1\frac{1}{2}$ do                                                                                           | <b>A</b> UU           | 3 00             |        |  |
| do        | 6        | $\begin{array}{cccccccccccccccccccccccccccccccccccc$                                                                                      |                       | 2 00             |        |  |
| do        | 6        | 2 do 11 do                                                                                                                                |                       | 2 50             |        |  |
| do        | 6        | 1 steel square                                                                                                                            |                       | 2 50             |        |  |
| do        | 6        | 1 doz. pairs 2-inch butts                                                                                                                 |                       | 3 00             |        |  |
| do        | 6        |                                                                                                                                           |                       | 3 00 1           |        |  |
| do<br>do  | 6<br>6   | 1 heavy steel square<br>1 spoke shave                                                                                                     | •••                   | 1 50             |        |  |
| do        | 6)       | 2 screw drivers                                                                                                                           |                       | 3 00             |        |  |
| do        | 6        | 2 spring hench-stops                                                                                                                      |                       | 10 00            |        |  |
| do        | 6        | 1 set awi hafts<br>1 doz. 14-inch mill-saw files                                                                                          |                       | 2 50             |        |  |
| do        | 6        | 1 doz. 14-inch mill-saw files                                                                                                             |                       | 13 50            |        |  |
| do        | 6        | 1 marking gauge                                                                                                                           | •••                   | 3 50<br>6 00     |        |  |
| ia.<br>io | 6)<br>6) | 2 doz. hand-saw files<br>1 2-inch chisel                                                                                                  |                       | 1 2 00           |        |  |
| do        | 6        | $1  1\frac{1}{2}  do \qquad \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots \dots $ |                       | 1 50             |        |  |
| io        | 6        | 1 do                                                                                                                                      |                       | 1 00             |        |  |
| do        | 6        | 13 lbs. finishing nails.                                                                                                                  | 0 09                  | 1 17             |        |  |
| do        | 6        | 200 sacks flour                                                                                                                           | 8.00                  | 1,600 00         |        |  |
| do        | 6        | 43 lbs. pepper                                                                                                                            | 0 45                  | 19 35<br>379 40  |        |  |
| io<br>io  | 6<br>6   | 542 lbs./tea                                                                                                                              |                       | 149 24           |        |  |
| do        | 6        | 860 do salt                                                                                                                               | 0 06                  | 53 75            |        |  |
| io        | 6        | 700 do beans                                                                                                                              | 0 09                  | 63 00            |        |  |
| lo        | 6        | 416 do apples                                                                                                                             | 0 16                  | 66-56            |        |  |
| ļo        | 6        | 43 sacks sugar, 4,300 lbs                                                                                                                 | 017                   | 731 00           |        |  |
| lo        | 6        | 3,819 lbs. bacon                                                                                                                          | 0 17<br>0 0 <b>61</b> | 649 23<br>730 99 |        |  |
| io<br>io  | 6<br>6   | 11,246 do oats                                                                                                                            |                       | 24 00            |        |  |
| 10        | 6        | 628 lbs. army tobacco                                                                                                                     | 0 75                  | 471 00           |        |  |
| do        | 6        | 2 boxes premium, 46 lbs                                                                                                                   | 1 35                  | 62 10            |        |  |
| lo        | 6        | 121 lbs. mustard                                                                                                                          | 070                   | 8 75             |        |  |
| do        | 6        | 30 do ginger                                                                                                                              | 0 50                  | 15 00            |        |  |
| lo        | 6<br>6   | 125 gals. syrup                                                                                                                           | 1 30                  | 162 50<br>6 25   |        |  |
| do<br>do  | 6        | 25 Ibs. putty                                                                                                                             | 0 621                 | 15 62            |        |  |
| do        | 6        | 25 horse brushes                                                                                                                          |                       | 56 25            |        |  |
| lo        | 6        | 25 mane combs                                                                                                                             | 0 25                  | 6 25             |        |  |
| lo        | 6        | Coffee mills                                                                                                                              | 2 50                  | 15 00            |        |  |
| do        | 6        | 6 kegs horse-shoes                                                                                                                        |                       | 66 00            |        |  |
| do        | 6        | 10 boxes horse-shoe nails, 250 lbs                                                                                                        | 0 35                  | 87 50<br>24 00   |        |  |
| do        | 6        | 1 case Hennesy brandy                                                                                                                     | . 0 05                | 35 70            |        |  |

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with A. J. Baker & Co. \$ cts. 3 20 \$ cts. \$ cts. 0 40 sacks for same. June То 8 6.... 80 0 40 32 00 6.... do for oats..... do \$5,702 06 Less, 125 gals syrup..... 162 50 \$5,539 56 Less, overcharge on sugar..... 43 00 \$5,496 56 Total....... Certified correct, 4th July, 1876. ROBERT F. KILLALY, (Signed) A. Q. M. S. (Signed) L. N. F. CROZIER, Inspector, Commanding Fort Walsh. Certified. (Signed) A, G. IBVINE, Assistant Commissioner. FORT McLEOD, 17th July, 1876. FORT BERNARD, 1st July, 1876. NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with J. G. Baker & Co. MAIL ACCOUNT.

| Date.                                                                                                                                                                                                                                                                             | Quantity and Description.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Rate.                                                                                        | Amount,                                                                                                                                                                                  | Total.             |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--|
| <ul> <li>à 18</li> <li>do 13</li> <li>do 13</li> <li>do 13</li> <li>do 12</li> <li>do 12</li> <li>do 12</li> <li>do 12</li> <li>do 22</li> <li>do 22</li> <li>do 22</li> <li>do 22</li> <li>do 3</li> <li>do 3</li> <li>do 3</li> <li>do 3</li> <li>do 3</li> <li>do 3</li> </ul> | 10       do       bacon.         1       do       tea         4       do       sugar.         4       do       sugar.         1       do       sugar.         2       do       sugar.         4       do       sugar.         4       do       crackers.         4       do       sugar.         4       do       crackers.         4       do       crackers.         4       do       crackers.         1       do       tea         4       do       crackers.         4       do       crackers.         4       do       crackers.         4       do       sugar. | 0 15<br>0 17<br>0 16<br>0 15<br>0 15<br>0 15<br>0 17<br>0 15<br>0 17<br>0 15<br>0 17<br>0 15 | \$ cts.<br>10 50<br>1 50<br>1 75<br>0 70<br>0 66<br>0 60<br>0 16<br>0 18<br>3 70<br>0 74<br>0 60<br>0 26<br>0 70<br>0 67<br>0 18<br>0 70<br>0 26<br>0 70<br>0 85<br>0 40<br>0 25<br>0 84 | \$ cis.<br>\$25 41 |  |

Notz.-Rations for mail carrier returning from Benton to Fort Walsh.

(Signed)

i) L. N. F. CROZIER, Inspector, Commanding Ft. Walsh.

The first item on account was for Sub-Inspector Allen's guide, while on duty in Benton, sent by S. J. Welsh while in command at the post.

(Signed)

L. N. F. C.

Approved, 5th July, 1876. (Signed)

A. G. IBVINE, Assistant Commissioner. (Copy.)

FORT CALGARRY, 11th July, 1876.

STATEMENT of Beef received from Messrs. J. G. Baker & Co. for the use of "F" Troop, North-West Mounted Police.

| ox, | weighing            | 549 <del>1</del>         | lbs.  |                   |   |       |    |
|-----|---------------------|--------------------------|-------|-------------------|---|-------|----|
| do  | do                  | 484                      |       |                   |   |       |    |
| do  | do                  | $444\frac{1}{2}$         | do    |                   |   |       |    |
| do  | do                  | $427^{-}$                |       |                   |   |       |    |
| do  | do                  | $435\frac{1}{2}$         | do    |                   |   |       |    |
| do  | do                  | <b>4</b> 80 <sup>-</sup> | do    |                   |   |       |    |
| do  | do                  | 417                      | do    |                   |   |       |    |
| Le  | -<br>88             | 3,237 <u>1</u><br>393    |       |                   |   |       |    |
|     | -<br>5<br>T - m - o | 2,844 <del>1</del>       | do at | 7 <del>]</del> c. | = | \$213 | 3- |

Less, overcharged..... 10 72

\$202 62

E. A. BRISEBOIS, Inspector, Commanding "F" Division.

4

FORT CALGARRY.

NORTH-WEST MOUNTED POLICE : Bought of J. G. Baker & Co.

May -.....2,8441 lbs. domestic beef, at 712c..... \$213 34

Certified correct.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT MCLEOD, 17th July, 1876.

(Copy.)

FORT BENTON, U.S., 6th May, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1876.

March 27.—To paid Major Walsh and Dr. Nevitts' stage fare from Benton to Helena, and expenses...... \$40 00

Correct.

(Signed) J. M. WALSH, Inspector, Commanding "B" Division, N.-W.M.P.

Approved. (Signed)

A. G. IBVINE,

Assistant Commissioner.

## (Copy.)

NOBTH-WEST MOUNTED POLICE : In account with J. G. Baker & Co.

1876.

Certified correct.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

FORT McLEOD, 1st June, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| 1876.  |                              | \$ cts. | \$ cts. | \$ cts            |
|--------|------------------------------|---------|---------|-------------------|
| June 2 | 1 tin wash basin             | 1 00    | 1 00    |                   |
| do 2   |                              | 0 15    | 3 15    |                   |
| do 2   | 2984 do domestic beef        | 0 073   | 22 38   |                   |
| do 5   | 450 do do                    | 0 07    | 33 75   |                   |
| do 5   | 150 do sugar                 | 0 17    | 25 50   |                   |
| do 9   |                              | 0 071   | 23 70   |                   |
| do 9   |                              | 0 20    | 1 00    |                   |
| do 9   | 6 bottles ink                | 0 25    | 1 50    |                   |
| do 14  | 260 lbs. domestie beef       | 0 07    | 19 50   |                   |
| do 15  | 1 pair brogans for prisoner  |         | 2 50    |                   |
| do 18  | 214 lbs. domestic beet       | 0 07    | 18 30   |                   |
| do 24  | 400 do flour, 4 sacks        | 8 00    | 32 00   |                   |
| do 24  |                              |         | 10 20   |                   |
| do 26  |                              |         | 20 40   |                   |
| do 26  |                              |         | 3 50    |                   |
| do 26  |                              |         | 0 50    |                   |
|        | 2175 lbs. oats               |         | 141 37  |                   |
| do 26  |                              |         | 7 60    |                   |
|        | 1624 lbs. baeon              |         | 276 08  |                   |
| do 29  |                              |         | 1 50    |                   |
| do 29  | 3 do red do                  | 0 75    | 2 25    |                   |
|        | Percentage on beef and sugar |         |         | \$647 68<br>10 70 |
|        |                              |         |         | \$636 98          |

Certified correct.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

FORT McLeon, 30th June, 1876.

FORT BENTON, May, 1876.

# NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with J. G. Baker & Co.

|     |                                | \$  | cts             | \$  | cts. | \$   | cts. |
|-----|--------------------------------|-----|-----------------|-----|------|------|------|
| 3   | lbs. black thread              | 2   | 00              | 6   | 00   |      |      |
|     | seamless sacks for mail        |     |                 | Ō   | 80   |      |      |
|     | monkey wrench                  |     |                 | 2   | 50   |      |      |
| 1   | shoeing hammer                 |     |                 | 1   | 25   |      |      |
| 2   | padlocks                       | 0   | 50              | 1   | 00   |      |      |
| 1   | pair 12-inch strap hinges      |     |                 | 1   | 75   |      |      |
| 6   | pair 8-inch strap hinges       | 0   | 75              | -   |      |      |      |
| 122 | lbs. round iron                |     | 15 I            |     | 30   |      |      |
| 33  | lbs.  pround iron              | -   | 15              |     | 95   |      |      |
|     | lbs. strap iron                | · · | 15              | ÷   | 00   |      |      |
|     | bottles ink, Capt. Welch       | •   | 65              | 1   |      |      |      |
|     | lbs. beans                     |     | 09              | 54  |      |      |      |
|     | lbs. salt                      | s . | 06 <del>]</del> |     | 00   |      |      |
| 429 | lbs. dried apples              | -   | 16              |     | 64   |      |      |
| 43  | lbs. ground pepper             |     | 45              | 19  |      |      |      |
| 135 | gals. golden syrup             |     | 30              | 175 |      |      |      |
| 2   | doz. 3-inch butts              | 2   | 50              |     | 00   |      |      |
| 1   | keg 2-inch nails               |     |                 | 9   | 50   |      |      |
| 2   | adze handles                   |     | 75              | 1   | 50   |      |      |
| 7   | door locks.                    |     |                 |     | 00   | ĺ    |      |
| 1   | gross 2-inch screws            |     |                 |     | 00   |      |      |
| 1   | box horse nails                |     |                 |     | 00   | 1    |      |
| 1   | rabbet plane                   |     |                 |     | 00   |      |      |
| 10  | paper slips                    |     |                 |     | 00   |      |      |
| 2   | paper hops                     |     |                 |     | 00   | 1    |      |
| 1   | bottle oil                     |     |                 |     | 50   | l l  |      |
| 189 | lbs. oats                      | -   | 06              |     | 29   | 1    |      |
|     | lbs. beef                      | 1   | 12              |     | 31   |      |      |
| 15  | lbs. bacon                     | , - | 20              |     | 00   |      |      |
| 20  | lbs. bread                     |     | 25              |     | 00   |      |      |
| 1   | lb. tea, 70cts.; sugar, 34 cts |     |                 | -   | 04   | 1    |      |
| 1   | whip stock                     |     | • •• •• •       | 1   | 00   | 1    |      |
|     | Total                          |     | ••••••          |     |      | \$50 | 3 98 |

Certified.

(Signed)

# A. G. IRVINE, Assistant Commissioner.

Received, 10th May, 1876, as per above invoice.

| (Signed) | L. N. F. CROZIER,                           |
|----------|---------------------------------------------|
|          | Inspector, Comdg. F. Division.              |
| (Signed) | ROBT. KILLALY,                              |
|          | <b>A</b> . <b>Q</b> . <b>M</b> . <b>S</b> . |

20th June, 1876.

## (Copy.)

Fort Bernard, 19th June, 1876.

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with J. G. Baker & Co.

| 1876. |    |     |                           | \$  | cts.       | \$  | cts. | \$   | s sta        |
|-------|----|-----|---------------------------|-----|------------|-----|------|------|--------------|
| Mav   | 4  |     | horse cord                |     |            | 0   | 50   |      |              |
| do    | 5  | ş   | doz. harness snaps        |     |            | i i | 46   |      |              |
| đo    | 10 | 11  | spade                     |     |            | 2   | 50   |      |              |
| do    | 10 | 1   | gross 1-inch screws       |     |            | 1   | 50   |      |              |
| do    | 11 | i 1 | whip stock                |     |            | 0   | 50   |      |              |
| do    | 11 | 4   | qrs. foolscap paper       |     |            | 2   | 00   |      |              |
| do    | 11 | 2   | do note paper.            | 0   | 25         | 1 0 | 50   |      |              |
| do    | 11 | 34  | lbs. dried meat           | 0   | 07         | 2   | 38   |      |              |
| do    | 11 | 1   | 12-qt. camp kettle        |     | •••••      | 3   | 00   | [    |              |
| do    | 12 | 1   | quire foolscap paper      | 0   | 50         | 0   | 50   |      |              |
| do    | 12 | 1   | 10-qt. camp kettle        | İ   |            | 2   | 50   |      |              |
| do    | 12 | 1   | fry pan                   | 1   |            | 1   | 00   |      |              |
| do    | 12 | 1   | ledger                    |     |            | 2   | 50   |      |              |
| do    | 13 | 1   | memorandum book           |     |            | 0   | 50   |      |              |
| do    | 13 | 2   | pair brass hinges         | 0   | 25         | 0   | 50   |      |              |
| do    | 15 | 91  | Îbs. nails                | 0   | 18         | j 1 | 66   |      |              |
| do    | 15 | 2   | pair hinges               | 0   | 25         | 0   | 50   |      |              |
| do    | 21 | 10  | İbs. nails                | 0   | 18         | 1   | 80   |      |              |
| do    | 21 | 2   | do                        | 1 0 | 18         | 1 0 | 36 ( |      |              |
| do    | 24 | 1   | Sax blanket               |     |            | 5   | 00   |      |              |
| đo    | 24 | 1   | doz. tin cups.            | 2   | 50         | 1   | 25   |      |              |
| do    | 29 | 1   | plantation hoe            | 1   |            | 2   | 00   |      |              |
| June  | 3  | 6   | ĺbs. nails                | 0   | 18         | 1   | 08   |      |              |
| do    | 12 | 115 | lbs. pemmican,            |     |            | 11  | 50   |      |              |
| do    | 13 | 1   | hoe                       |     |            | 2   | 00   |      |              |
| do    | 16 | 8   | lbs. nails                | 0   | 18         | 1   | 44   |      |              |
|       |    |     | Less, overcharge on nails |     | <b></b> ., |     |      |      | ) 43<br>3 17 |
|       |    |     | Total                     |     | ••••••     |     |      | \$47 | 26           |

GENERAL ACCOUNT.

(Signed)

L. N. F. CROZIER,

Supt. & Inspector, Comdg. Fort Walsh.

### Certified.

(Signed) A. G. IRVINE.

### (Copy.)

### FORT BERNARD, 11th May, 1876.

NORTH-WEST MOUNTED POLICE, Assineboine Massacre: In account with J. G. Baker & Co.

| May 11.—To 2 3-p. blue blankets, at \$5.50 | \$11 | 00 |
|--------------------------------------------|------|----|
| $1 1\frac{1}{2}$ -p. red do                | 3    | 50 |
| 5 yds. cotton, at 25 cts                   | _    | 25 |
| 1 4 p. orange blanket                      | •    | 50 |
| 4 pairs moccasins, at 50 cts               | 2    | 00 |
| -                                          |      |    |
|                                            | \$26 | 25 |

I certify this account to be correct.

(Signed) L. N. F. CROZIER,

Superintendent and Inspector,

Commanding Police, Fort Walsh.

Furnished by Mr. Allen going to Winnipeg.

(Copy.)

FORT BERNARD, 19th June, 1876.

NORTH-WEST MOUNTED POLICE (Hospital): In account with J. G. Baker & Co.

1876.

| May 152 memorandum books, 75 cts. and 50 cts      | <b>\$</b> 1 | 25 |
|---------------------------------------------------|-------------|----|
| June 6.—6 papers tacks                            | · 0         |    |
| do 72 pairs 4-p. Californian blankets, at \$15.00 | 30          | 00 |
| do 172 quires foolscap paper, at 75 cts           | 1           | 50 |

\$33 00

I certify that this account is correct; for hospital use.

(Signed)

L. N. F. CROZIER, Superintendent and Inspector, Commanding Fort Walsh.

(Signed)

ROBERT MILLER,

Surgeon, N.-W.M.P.

(Copy.)

FORT BERNARD, 19th June, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1876.

| May  | 12.—To       | paid Cassi | dy's stable | bill       | \$7 | 00              |
|------|--------------|------------|-------------|------------|-----|-----------------|
| do   | <b>2</b> 2.— | do         | do          | ******     | 3   | 50 <sup>.</sup> |
| June | 4.—          | do         | do          | •••••••••• | 22  | .00             |
| do . | 8.—To        | paid Rowe  | Bros.' hot  | el bill    | 27  | 50              |

\$60 00-

I certify that this account is correct, as per agreement with Inspector Walsh.

(Signed) L. F. N. CROZIER, Supt. and Insp., Commanding, Fort Walsh.

Certified.

(Signed)

A. G. IRVINE, Assistant Commissioner.

~

(Copy.)

FORT BENTON, 16th May, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| Quantity and Description.                                                                                                                                                                                                                                                                                                                                                   | Rate.                                                                    | Amount.                                              | Total.                                |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|------------------------------------------------------|---------------------------------------|--|
| To 60 lbs. cats<br>1 monkey wrench<br>1 lb. varnish<br>2 lbs. black do<br>1 lb. dry paint<br>1 paint brush<br>1 do<br>1 do<br>1 lbs. baccon<br>2 lbs. bread<br>3 loaves bread<br>4 lbs. sugar<br>5 do salt<br>5 boxes matches<br>87 lbs. cats<br>1 b. tea<br>2 seamless sacks<br>1 pair breast straps<br>1 bottle castor oil<br>1 axe handle<br>•Overcharged 4cts. on sugar | 0 17<br>0 25<br>0 17<br>0 05<br>0 17<br>0 06<br>0 10<br>0 6<br>1<br>0 10 | 0 20<br>5 65<br>0 70<br>0 80<br>2 50<br>0 50<br>2 00 | \$ cts.<br>\$33 12<br>0 04<br>\$33 08 |  |

[Signed]

L. N. F. CROZIER, Inspector, Commanding, Fort Walsh.

Certified correct.

[Signed] ROBT. L. KILLALY.

4th July, 1876.

Certified.

[Signed] A. G. IRVINE, Assistant Commissioner.

|          |     | FORT | M | cLeoi | э, | 14th | Aug | ust, | 1876. |  |
|----------|-----|------|---|-------|----|------|-----|------|-------|--|
| <b>.</b> | Τ., |      | + | 1     | т  | 0 0  | 1   | 0 0  | ۲.    |  |

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| Date.       |          |             | Quantity and Description.                                                       | Rate. |                   | Amount. |      | Amount. Tota |      |
|-------------|----------|-------------|---------------------------------------------------------------------------------|-------|-------------------|---------|------|--------------|------|
| 18          | 76.      |             | Fort McLeod.                                                                    | \$    | cts.              | \$      | cts. | \$           | cts. |
| July        |          | To 500      | lbs. domestic beef                                                              |       | 03 <u>‡</u>       |         | 50   | 1            |      |
| dò          | 3        | 1           | butcher's cleaver                                                               |       | •••••             |         | 00   |              |      |
| do          | 17       |             | lbs. domestic beef                                                              |       | 03                |         | 38   |              |      |
| do<br>do    | 20       | 658         | do                                                                              |       | 03 <u>1</u><br>00 |         | 03   |              |      |
| do<br>do    | 24<br>24 | <b>68</b> 0 | lbs. domestic beef                                                              |       | 031               | • -     | 80   |              |      |
| do          | 29       | 60          | feet fish line                                                                  |       | 0.02              |         | 00   | 1            |      |
| do          | 29       | 540         | lbs. domestic beef                                                              |       | 031               | . –     | 90   |              |      |
| do          | 29       | 2           | lbs. thread                                                                     | 2     | 50                | 5       | 00   |              |      |
| do          |          | 44,131      | do oats                                                                         |       | 06 <del>]</del>   | i 2,868 | 52   |              |      |
| do          | 31       | 352         | seamless sacks for same                                                         |       | <b>4</b> 0        | 140     | 80   |              |      |
| do          | 31       | 1           | butcher's cleaver                                                               |       |                   | 3       | 00   |              |      |
|             |          |             |                                                                                 | 1     |                   | [       |      | \$3,129      | 93   |
|             |          |             | Fort Calgarry.                                                                  | 1     |                   |         |      |              |      |
| May<br>July |          |             | der in favor of J. B. Morrow<br>ling 10,652 lbs. police stores from Fort McLeod |       |                   | •••••   |      | 3            | 00   |
| I J         |          |             | Fort Calgarry                                                                   |       |                   |         | İ    | 106          | 52   |
|             |          |             |                                                                                 |       |                   |         |      | \$3,239      | 45   |

Certified correct.

[Signed]

A. G. IRVINE, Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE: TO Sub-Inspector Allen, Dr.

April, 1876—Milk River— Turner & Flanagan's account, drugs. \$3 20.

#### Messrs. J. G. BAKER & Co. :

Please pay the above account and charge same to North-West Mounted Police.

WELSH, Sub-Inspector, Commanding.

Correct. (Signed) J. M. WALSH, Inspector, Commanding "B" Division, N.-W.M.P.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. 1876. August 5-To freighting 12,890 lbs., from St. Paul to Benton, bonded

goods en route to Fort McLeod, at \$2.45...... \$315 80

Certified correct.

(Signed) A. G. IRVINE,

Assistant Commissioner.

FORT WALSH, N-W.T., 29th July, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| Date.                                       |                                                                                                     | Rate. | Amount.                                     | Total.             |
|---------------------------------------------|-----------------------------------------------------------------------------------------------------|-------|---------------------------------------------|--------------------|
| 1876.<br>June 12<br>do 20<br>July 1<br>do 3 | do E. McKay                                                                                         | ••••• | \$ cts.<br>47 00<br>29 00<br>22 50<br>47 31 | \$ cts.            |
| June 12<br>do 20<br>July 1<br>do 3          | Less, charged by these parties over contract prices :<br>Sanderson, 50 lbs. sugar.<br>do 58 lbs. do |       | 11 50<br>19 14<br>12 00<br>16 00            | \$145 81           |
|                                             |                                                                                                     | ·     |                                             | \$58 64<br>\$87 17 |

Certified.

(Signed) L. N. F. CROZIER, Inspector, Commanding Fort Walsh.

Approved.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT WALSH, 20th June, 1876.

NORTH-WEST MOUNTED POLICE: TO J. Sanderson.

To 58 lbs sugar, @ 50c..... \$29 20

Please pay to James F. Sanderson, or order, the sum of twenty-nine dollars, being amount of above account. This sugar purchased by Assistant Commissioner for use of troop.

Certified.

(Signed)

ed) L. N. F. CROZIER, Supt. and Insp. Com. Fort Walsh.

-J. G. BAKER & Co., Benton, M.T. FORT WALSH, N.-W.T., 3rd July, 1876.

\$47.31.

Please pay to Edward McKay, or order, the sum of forty-seven dollars and thirty-one cents, being for the following :--

| 1 dressed buffalo skin, got by Assistant Commissioner             | \$1 00 |
|-------------------------------------------------------------------|--------|
| 1 bottle castor oil, do do                                        |        |
| 1 dressed skin for hobbles                                        | 1 00   |
| 20 lbs. tea, (a, \$1.50 (for troop)                               | 30 00  |
| Services of man and horse looking for Constable Cochrane, 4 days, |        |
| @ \$3.64                                                          | 14 56  |

\$47 31

(Signed) L. N. F. CROZUER,

Supt. and Insp. Com. Fort Walsh.

Messrs. J. G. BAKER & Co.,

Benton, M.T.

FORT WALSH, 1st July, 1876.

\$22.50.

Please pay to the order of Edward McKay, the sum of twenty-two dollars and fifty cents, being in payment for 15 lbs. tea, purchased by Colonel Irvine, at \$1.50 per lb.

(Signed) L. N. F. CROZIER,

Inspector, Commanding "B" Troop.

Messrs. J. G. BAKER & Co., Benton.

12th June, 1876.

NORTH-WEST MOUNTED POLICE: TO James F. Sanderson.

| To 36 cans milk, @ 75c | \$27 | 00 |
|------------------------|------|----|
| 50 lbs. sugar, @ 40c   | 20   | 00 |
| -                      | \$47 | 00 |

Please pay James F. Sanderson, or order, the sum of forty-seven dollars (\$47.00), being amount of above account.

(Signed) L. N. F. CROZIER, Supt. and Insp. Com. Fort Walsh.

J. G. BAKER & Co., Bonton, M.T.

The above articles for hospital use. (Signed) ROBERT MILLEE, Surgeon. NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

| -            |           |                                                                      |                               | }                  | 1        |      |
|--------------|-----------|----------------------------------------------------------------------|-------------------------------|--------------------|----------|------|
| 1            | 876.      | FORT MCLEOD.                                                         | \$ cts.                       | \$ cts.            | \$       | cts. |
| Aug.         | 4         | To 6 double trees                                                    | 7 50                          | 45 00              | 1        |      |
| do           | 4         | 6 reach poles                                                        |                               | 36 00              |          |      |
| do<br>do     | 4         | 1 eight-day clock<br>704 lbs domestic beef                           |                               | 15 00              |          |      |
| de           | 4         |                                                                      |                               | 25 34<br>30 00     |          |      |
| do           | 4         |                                                                      |                               | 2 80               |          |      |
| do           | 4         |                                                                      |                               | 2 89               | ļ        |      |
| do           | 10        |                                                                      |                               | 36 89              |          |      |
| do<br>do     | 10<br>10  |                                                                      |                               | 0 50               |          |      |
| đo           | 10        | 11 do do                                                             |                               | 5 50               | ł        |      |
| do           | 16        |                                                                      |                               |                    | 1        |      |
| do           | 18        |                                                                      |                               |                    | 5        |      |
| do           |           | 68,591 do oats                                                       |                               |                    | [        |      |
| do<br>do     | 18        | 547 sacks for same                                                   |                               |                    | 1        |      |
| đo           | 19        | 752 sacks for same                                                   |                               | 6,174 09<br>300 80 | 1        |      |
| do           |           | 10,000 lbs. flour                                                    |                               | 800 00             | Į        |      |
| dø           | 19        | 4,979 do bran                                                        |                               | 298 74             | }        |      |
| do<br>do     | 19<br>19  | 45 sacks for same                                                    |                               | 18 00              |          |      |
| do           | 19        |                                                                      |                               | 9 00<br>48 00      | 1        |      |
| do           | 19        |                                                                      |                               | 5 00               |          |      |
| do           | 19        |                                                                      |                               | 3 00               |          |      |
| do           | 19        | 2 cans lard, 20 lbs                                                  | 0 20                          | 4 00               | 1        |      |
| do<br>do     | 19<br>22  |                                                                      | 0.021                         |                    |          |      |
| do           | 28        |                                                                      |                               | 21 00<br>23 80     |          |      |
| do           | 28        |                                                                      |                               | 2 00               |          |      |
|              |           | FORT CALGARRY.                                                       | Ì                             |                    | \$12,624 | 57   |
| <b>A</b> = = | 0 F       |                                                                      |                               | 100 55             |          |      |
| "tug,<br>do  | 25<br>26  | Transporting Police guns from Fort McLeoil, 16,277<br>do do do 7,133 | lbs 0 01<br>do 0 01           | 162 77 71 33       |          |      |
|              | 27        | do do do 7,133<br>do do do 69,594                                    |                               | 695 94             |          |      |
| do           | 28        | do do do 5,216                                                       |                               | 52 16              | \$982    | 20   |
|              |           | FORT WALEH.                                                          | i                             |                    | φ        |      |
| July         | 19        | 20 lbs. bacon                                                        | 0 171                         | 3 50               |          |      |
| do           | 19        | 16 do crackers                                                       |                               | 2 25               |          |      |
| do           | 19        | $1\frac{1}{2}$ do tes                                                |                               | 1 05               |          |      |
| do<br>do     | 19<br>19  | 5 do sugar                                                           |                               | 085                |          |      |
| do           | 19        | 1 box matches                                                        |                               | 025<br>010         |          |      |
| do           | ,19       | 1 gal. syrup                                                         |                               | 0 65               |          |      |
| do           | 19        | 1 box pepper                                                         |                               | 0 25               |          |      |
| do<br>do     | 19)<br>19 | 4 hame straps<br>1 pair breast straps                                | 0 25                          | 1 00               |          |      |
| do           | 19        | 1 can axle grease                                                    |                               | 1 00<br>0 50       |          |      |
| do           | 31        | 10 lbs. candles                                                      |                               | 1 50               | }        |      |
| do           | 31        | 10 do bacon                                                          | 0 171                         | 1 75               |          |      |
| do           | 31        | 1 do tea                                                             |                               | 0 17               |          |      |
| do<br>do     | 31<br>31  | 4 do sugar<br>30 do beet                                             |                               | 0 68               |          |      |
| do           | 31        | 13 do rope                                                           |                               | 2 60               |          |      |
| do           | 31        | 260 do oats                                                          | 0 <del>0</del> 6 <del>]</del> | 16 90              |          |      |
| do           | 31        | 2 sacks for same                                                     | 0 40                          | 0.80               |          |      |
| do<br>do     | 31        | 1 pint copal varnish                                                 |                               | 0 50               |          |      |
| do           | 31        | 5 sacks for same                                                     |                               | 41 60<br>2 00      |          |      |
| do           | 26        | 2 bottles castor oil                                                 |                               | 1 00               |          |      |
| do           | 26        | 1 camp-kettle                                                        |                               | 2 50               |          |      |
|              | 26        | 3 pen-holders                                                        |                               | 0 25               |          |      |
| do<br>do     | 26        | 1 pint-bottle ink                                                    |                               | 1 00               |          |      |
| ev           |           | 1 packing case                                                       | ****   *** !****              | 5 00               | 1        |      |
|              |           | 122                                                                  |                               |                    |          |      |

NORTH-WEST MOUNTED POLICE : In account with J. G. Baker & Co.

| 1 <b>875.</b>                                        |                        | Fort Walsh.                                                                                                                          | \$ | cts. | \$ cts.                      | \$              | cts.         |
|------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----|------|------------------------------|-----------------|--------------|
| do 31<br>Aug. 1<br>do 8<br>do 10<br>do 12<br>July 26 | 1<br>1<br>10<br>1<br>2 | lb. nails         memorandum book         twenty-gallon cask         large camp-kettle         large camp-kettle         bottles ink | 0  | 09   | 3 00<br>0 90<br>3 00<br>2 00 |                 |              |
| do 26<br>do 26<br>Aug. 23                            | 1                      | doz. seidlitz powders<br>lb. paregoric<br>do pemmican                                                                                |    |      | 6 00<br>2 00<br>10 08        | 121<br>\$13,728 | L 27<br>3 04 |

Certified correct.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT McLEOD, 2nd September, 1876.

(Copy.)

FORT BENTON, M.T., 21st July, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

| To 1 large sprinkler                                            | \$3         | 00 |
|-----------------------------------------------------------------|-------------|----|
| 2 garden hoes, at \$1.50                                        |             | 00 |
| 2 iron rakes, at \$1.50                                         |             | 00 |
| 1 spade                                                         |             | 50 |
| 5 gallons whiskey (hospital), at \$6                            | 30          | 00 |
| 1 dozen ale (hospital)                                          | 9           | 00 |
| 6 California lashes, at \$3                                     | 18          | 00 |
| 1 dozen 5-feet hickory whip-stocks                              |             | 00 |
| 706 lbs. oats (51 sacks) at 6 <sup>1</sup> / <sub>2</sub> cents | <b>45</b> 9 | 16 |
| 51 sacks, at 40 cents                                           | 20          |    |
| -                                                               | \$554       | 06 |

Received at Fort Walsh.

(Signed) ROBERT KILLALY, Acting Quarter-Master Sorgeant.

> (Signed) L. N. F. CROZIER, Inspector, Commanding Fort Walsh.

Certified. (Signed) A. G. IRVINE, Assistant Commissioner.

FORT WALSH, 14th October, 1876.

NORTH-WEST MOUNTED POLICE : In account with J. G. Baker & Co.

202 tons of hay, at \$15 ..... \$3,030 00

I certify that the above quantity of hay has been received at this Post.

(Signed) J. M. WALSH, Inspector, N.-W.M.P., Commanding Post.

STATEMENT OF ACCOMPANYING ACCOUNTS.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co., Dr

| Sept, 1876- | -Rations        | \$9,664  | 41        |
|-------------|-----------------|----------|-----------|
| Î do        | Forage          | 2,012    |           |
| do          | Building        | 69       | <b>25</b> |
| do          | Transportation  | 1,146    | 66        |
| do          | General account | 397      | 80        |
|             |                 | \$13,291 | 08        |

(Copy.)

FORT McLEOD, September, 1876.

NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co., Dr.

RATIONS.

| Quantity and Description.                                                       | Rate.                                                                                                                                | Amount.                                           | Total.      |
|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|-------------|
| Fort McLeod.           6,382         lbs. domestic beef                         | 0 16                                                                                                                                 | \$ cts.<br>223 37<br>4,680 00<br>976 00<br>760 00 | \$ cts.     |
| Fort Calgarry.                                                                  |                                                                                                                                      |                                                   | 6,639 37    |
| 4,049 lbs. domestic beef                                                        | 0 03                                                                                                                                 | 141 71                                            | ,<br>141 71 |
| Fort Saskatshewan.                                                              | 1                                                                                                                                    |                                                   |             |
| Paid Donald Macdonald, 367 lbs. beef                                            |                                                                                                                                      | 66 06                                             | 66 06-      |
| Fort Walsh.                                                                     |                                                                                                                                      | 1                                                 |             |
| *1,700 lbs. sngar<br>300 do sait<br>300 do beans<br>209 do coffee<br>215 do tea | $\begin{array}{c} 0 & 18\frac{1}{2} \\ 0 & 07\frac{1}{2} \\ 0 & 10\frac{1}{2} \\ 0 & 29\frac{1}{2} \\ 0 & 71\frac{1}{2} \end{array}$ | 314 50<br>23 25<br>31 50<br>61 66<br>153 72       |             |

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# NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co., Dr.

| Quantity and Description.                                 | Rat                   | æ.  | Amou                         | nt.                                      | Total          | l.       |
|-----------------------------------------------------------|-----------------------|-----|------------------------------|------------------------------------------|----------------|----------|
| Fort Walsh.—Continued.           1451 dozen yeast powders | 8<br>8<br>0<br>0<br>1 | 172 | 768<br>352<br>23<br>9<br>230 | cts.<br>75<br>00<br>62<br>27<br>00<br>00 | \$             | ets.     |
| 2,500 lbs. hard bre 1                                     |                       | 15  |                              | 00                                       | 2 <b>,8</b> 34 | 27       |
| *Less—Overcharge on 1,700 lbs. sugar, 1c. per lb          |                       |     |                              |                                          | \$9,681<br>17  | 41<br>00 |
| Total                                                     |                       |     |                              | ].                                       | \$9,664        | 41       |

## RATIONS.—Continued.

### FORAGE.

| Fort McLeoà.                                                 |                                      |            |
|--------------------------------------------------------------|--------------------------------------|------------|
| 27,086 lbs. oats<br>21 tons hay<br>2,500 lbs. bran<br>615 do | 1,760 59<br>56 25<br>150 00<br>46 12 | \$2,012 96 |

#### BUILDING.

| Fort McLeod. |                                      |                                        |         |
|--------------|--------------------------------------|----------------------------------------|---------|
| 3 door locks | 1 50<br>0 75<br>0 20<br>3 50<br>2 50 | 4 50<br>2 25<br>40 00<br>17 50<br>5 00 | \$69 25 |

### TRANSPORTATION.

|                                                                                                                        |       | 1      |            |
|------------------------------------------------------------------------------------------------------------------------|-------|--------|------------|
| Hauling 69,684 lbs. Police stores from Forts McLeod to Calgarry.<br>16,115 do bonded Police goods from Forts Benton to | 0 01  | 696 84 |            |
| McLeod                                                                                                                 | 0 02  | 362 59 |            |
| 1,062 lbs. bonded baggage from Fort Benton to Fort<br>McLeod                                                           | 0 02  | 23 89  | 1          |
| 2,815 lbs. bonded Police goods from Fort Benton to<br>Fort McLeod                                                      | 0 021 | 63 34  |            |
|                                                                                                                        | •     |        | \$1,146 66 |

# NORTH-WEST MOUNTED POLICE: TO J. G. Baker & Co., Dr.

### GENERAL ACCOUNT.

| Quantity and Description.       | Rate.           | Amount.          | Total.   |
|---------------------------------|-----------------|------------------|----------|
| Fort MeLeod.                    | \$ cts.         | \$ cts.          | \$ cts.  |
| 3 bottles black ink             |                 | 0 75             |          |
| 4 do red ink                    |                 | 2 00             |          |
| 1 heating stove                 |                 | 45 00            |          |
| 10 cases axle grease            |                 | 105 00<br>128 20 |          |
| 1 saddler's horse               |                 | 9 00             |          |
| 40 lbs. rosin                   |                 | 10 00            |          |
| 6 spades                        |                 | 12 00            |          |
| <b>6</b> shovels                |                 | 12 00            |          |
| 1 pair blankets                 |                 | 15 00            |          |
| 1 buckskin                      |                 | 1 80             |          |
| 40 lbs. ginger                  |                 | 20 00            |          |
| Paid L. O. Baker, 250 feet rope | ** ***** ****** | 10 80            | 371 55   |
| Fort Calgarry.                  |                 |                  |          |
| 1 meat saw.                     |                 | 4 50             |          |
| З вхев.                         |                 | 9 00             |          |
| 1 camp-kettle                   |                 | 3 00             |          |
| 4] lbs. rope                    |                 | 2 25             |          |
| 1 butcher knife                 |                 | 1 00             | -        |
| 1 large bottle of ink           |                 | 1 50             | 21 25    |
| Fort Walsh.                     |                 |                  |          |
|                                 |                 |                  |          |
| 10 lbs. ginger                  | 0 50            | 5 00             | 5 00     |
|                                 |                 | -                | \$397 80 |

Certified.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT McLEOD, 16th November, 1876.

## STATEMENT OF ACCOMPANYING ACCOUNTS.

NORTH-WEST MOUNTED POLICE : In account with J. G. Baker & Co., Dr.

| Oct., 1876.—Rations | \$ 4,425    | 77 |
|---------------------|-------------|----|
| Forage              | 15,651      | 70 |
| Building            | 206         |    |
| Transportation      | 115         | 23 |
| General account     | <b>93</b> 3 | 13 |
|                     |             |    |

\$21,331 83

# (Copy.)

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# FORT BENTON, October, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

RATIONS.

| Vouchers.                                 | Quantity and Description.                                                                                                                                                            | Rate                            | •    | Amount.                                                       | Tota    | Total. |  |
|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------|---------------------------------------------------------------|---------|--------|--|
| 3, 4, 5, 6,                               | Fort McLeod.                                                                                                                                                                         |                                 | cts. | \$ cu                                                         |         | cts.   |  |
| 8, 11, 12,<br>14, 18.<br>12<br>7, 12<br>2 | 7,188 lbs. domestic beef         2,925 lbs. bacon         5C,709 do potatoes         3,990 do flour                                                                                  | 0                               | 05   | 25] 58<br>514 25<br>2,535 45<br>312 00                        |         |        |  |
| 2<br>2<br>2<br>2<br>2<br>2<br>2           | 76 doz. yeast powders         208 lbs. tea         *1,700 do sugar         300 do beans         205 lo coffee         126 do dried apples         300 do salt         19 do concerto | 0<br>0<br>0<br>0<br>0<br>0<br>0 |      | 228 00<br>118 72<br>314 50<br>60 48<br>22 05<br>23 25<br>0 99 |         | 28     |  |
| -                                         | 18 do pepper                                                                                                                                                                         | v                               | 2    |                                                               | - 829   | 49     |  |
|                                           | *Less-Overcharge on 1,700 lbs. sugar, at 18#                                                                                                                                         |                                 |      |                                                               | \$4,442 | 77     |  |
|                                           | cents,—contract price, 17 <sup>1</sup> / <sub>2</sub> cents                                                                                                                          | •••••                           |      | ••••••••                                                      | . 17    | 00     |  |
|                                           | Total                                                                                                                                                                                |                                 |      |                                                               | \$4,425 | 77     |  |

### FORAGE.

| 1         85,487 lbs. oats           2         21 do bran | 0 06 | <b>5,556</b> 65<br>1 26<br><b>3,000</b> 00 | \$8,557 <b>9</b> 1 |
|-----------------------------------------------------------|------|--------------------------------------------|--------------------|
| 1, 2, 15 86,638 lbs. oats<br>2 2,170 do bran              | 0 08 | 6,931 04<br>162 75                         | 401001 91          |
|                                                           |      |                                            | 7,093 79           |
| Total                                                     |      | ••••••                                     | \$15,651 70        |

### BUILDING.

| З, | 19 | 205 | lbs. nails                 |    | 20  | 41 0   | 0   |          |   |
|----|----|-----|----------------------------|----|-----|--------|-----|----------|---|
| -  | 9  | 60  | do wrought nails           | 0  | 30  | 18 0   | 0   | 1        |   |
|    | 3  | 8   | carpenter pencils          | 0  | 25  | 20     | 0   |          |   |
|    | 4  | 1   | jack plane                 |    |     | 3 5    | 0   |          |   |
| 7, | 10 | 3   | doz axes                   | 25 | 00  | 1 75 0 | 0 i |          |   |
| 7, | 13 | 8   | do screws                  | 0  | 25  | 2 0    | 0   |          |   |
|    | 13 | 6   | pair hinges                | 0  | 75  | 4 5    | 0   |          |   |
| 7, | 13 | 4   | upright locks              | 1  | 50  | 6 00   | 0;  |          |   |
| 7, | 10 | 2   | boxes glass, $8 \times 10$ | 7  | 00  | 14 00  | 0   |          |   |
| 7, | 10 | 4   | do 10 × 12                 | 7  | 50  | 30 00  | o i |          |   |
| •  | 13 | 4   | window sash                | 2  | (0) | 8 00   | 0   |          |   |
|    | 16 | 4   | doz. taper files           | 4  | 00  | 2 00   | 0 { |          |   |
|    |    | -   | -                          |    |     |        | -   | \$206 00 | 0 |

#### TRANSPORTATION.

| Vouchers. | Quantity and Description.                         | Rate.   | Amount. | Total.   |  |
|-----------|---------------------------------------------------|---------|---------|----------|--|
| 20        | Hauling 17,682 lbs. from Fert McLeod to Fort Cal- | \$ cts. | \$ cts. | \$ cts.  |  |
|           | garry                                             | 0 01½   | 115 23  | \$115 23 |  |

#### GENERAL ACCOUNT.

| <ul> <li>2 blank books—1 at \$2.50; 1 at \$2</li> <li>2 doz. note books</li> <li>6 bottles ink</li></ul> | 6 00<br>0 50<br>2 00 | 5 50<br>3 00<br>3 00<br>4 00 |                 |
|----------------------------------------------------------------------------------------------------------|----------------------|------------------------------|-----------------|
| 73 yds. reps                                                                                             | 0 50                 | 2 63<br>20 00<br>450 00      | <b>\$448</b> 13 |
| 100       blankets         30       lbs. ginger                                                          | 4 50                 | 450 00<br>15 00              | 485 00          |
| Total                                                                                                    |                      |                              | \$933 13        |

Certified.

(Signed)

A. G. IRVINE, Assistant Commissioner.

FORT WALSH, 16th November, 1976.

### (Copy.)

### BATTLE RIVER, 25th July, 1876.

Received from Messrs. J. G. Baker & Co., one hundred and ninety-five thousand one hundred and eight pounds of gross beef, at 31 cents per pound, as per contract, amounting to six thousand three hundred and forty one dollars and one cent.

(195,108 lbs. at  $3\frac{1}{4}$  cts.==\$6,341.01.) Made and given in triplicate.

(Signed)

ED. FRECHETTE.

#### Sub-Inspector, N.-W.M.P.

## (Copy.)

FORT BENTON, M.T., 30th December, 1876.

SIR,-We have the honor to acknowledge the receipt of your favor of the 14th instant, notifying us of the sum of \$341.01 (three hundred and forty-one dollars and one cent) being placed to our credit in Bank Montreal, for account of beef cattle delivered at Battle River.

The above amount, \$341.01, was the balance due us on this account, and settles in full.

We have the honor to be, Sir,

Very respectfully, your obedient servants, J. G. BAKER & Co,

(Signed)

To the Hon. the Secretary of State, Ottawa, Canada.

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# STATEMENT OF ACCOMPANYING ACCOUNTS.

NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co., Dr.

| Da  | .te. | ·                                     | Amour  | it.  | Total    |            |
|-----|------|---------------------------------------|--------|------|----------|------------|
| 18  | • •  |                                       | \$     | cts. | \$       | cts.       |
|     | 16   | Rations                               | 3,731  |      |          |            |
| do  |      | General account                       |        |      |          |            |
| do  |      | Building                              |        |      |          |            |
| do  | 16   | Clothing                              | 579    |      |          |            |
| do  | 16   | Forage                                | 20,850 |      | }        |            |
| ∍do | 16   | Saddlery                              | 714    | 02   | i        |            |
| do  | 16   | Light and fuel                        | 112    | 00   |          |            |
| ∍do | 16   | Expense entailed by increase of Force | 1,810  | 00   | l        |            |
| do  | 16   | Remount                               | 400    | 00   |          |            |
| do  | 16   | Freight                               | 75     | 79   |          |            |
| do  | 16   | Drugs and veterinary                  | 367    | 88   |          |            |
| do  | 16   | Repayment                             | 159    |      |          |            |
|     |      |                                       |        |      | \$31,691 | 0 <b>6</b> |

FORT BENTON, M.T.

# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

# RATIONS.

| Vouchers.                  | Quantity and Description. |      |                                                                                     |                                           | •                                                                                                                                        | Amount.          |                                               |
|----------------------------|---------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------------------------------------|
| <b>25,</b> 7, 8,<br>13, 11 | 12,686                    | lbe. | Fort McLeod.<br>domestic beef                                                       | •                                         | cts.                                                                                                                                     | \$<br>444        | c <b>ts</b> .<br>01                           |
| 52                         |                           |      | Fort Walsh. s flour yeast powders coffee dried apples tea sugar potatoes hard bread | 3<br>0<br>0<br>0<br>0<br>0<br>0<br>0<br>0 | 50<br>00<br>18 <del>1</del><br>29 <del>1</del><br>17 <u>1</u><br>15 <u>1</u><br>15 <u>1</u><br>15 <u>1</u><br>15 <u>1</u><br>16 <u>1</u> | 39<br>208<br>279 | <b>60</b><br>54<br>22<br>37<br>78<br>00<br>00 |
| 39                         | 4,240                     | lbs. | Fort Calgarry.                                                                      | 0                                         | 03 <u>]</u>                                                                                                                              | 148<br>\$3,731   |                                               |

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# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co. GENERAL ACCOUNT.

| Vouchers.                                 | Quantity and Description.                              | Rate.          | Amount.                     |  |
|-------------------------------------------|--------------------------------------------------------|----------------|-----------------------------|--|
|                                           | Fort McLeod.                                           | \$ cts.        | \$ cts.                     |  |
| 2, 10, 11                                 | To 6 bottles ink                                       |                | <b>3 0</b> 0                |  |
| 4, 10                                     | 321 yards bed ticking                                  | 049 200        | 128 40<br>12 00             |  |
| 4<br>3                                    | 6 tin wash basins<br>1 <sup>3</sup> lbs. brass wire    |                | 1 75                        |  |
| 3                                         | 3 joints stove pipe                                    | 0 75           | 2 25                        |  |
| 10<br>10                                  | 12 bro)ms                                              |                | 15 00<br>8 00               |  |
| 11                                        | 1 · pkg. stove pipe rivets                             |                | 0 50                        |  |
| 11                                        | 4 tin pails                                            |                | 4 00<br>9 00                |  |
| 11<br>15                                  | 3 pressed tin pans<br>1 sheet iron stove drum          |                | \$ 00                       |  |
| 1                                         | 20 gross lamp wicks.                                   | 2 00           | 40 00                       |  |
| 1.                                        | 2 tape measures, 100 feet<br>5 butcher's steels        |                | 5 00<br>5 00                |  |
| 1                                         | 2 doz. lamp burners                                    | 4 00           | 8 00                        |  |
| 1                                         | 2 ruby signal lights<br>6 tin boilers (copper bottoms) | 8 00<br>6 50   | 16 00<br>39 00              |  |
| 1                                         | o wir powers (copper powers)                           | 0.00           | 38 00                       |  |
|                                           | Fort Walsh.                                            |                |                             |  |
|                                           | 1 wagon sheet                                          |                | 10 00                       |  |
|                                           | 2 doz whitewash brushes<br>3 cook stoves               | 18 00<br>55 00 | 36 00-<br>165 00-           |  |
|                                           | 5 box do (heating)                                     | 35 00          | 175 00                      |  |
|                                           | 6 box heating stoves                                   | 25 00<br>90 00 | 150 00<br>180 00            |  |
|                                           | 2 large cook stoves and reservoirs                     |                | 101 00                      |  |
|                                           | 49 stove-pipe elbows                                   | 0 50           | 24 50                       |  |
|                                           | 11 stove drums<br>16 lbs. English steel                | 650<br>025     | 71 50<br>4 00               |  |
|                                           | 108 <sup>1</sup> / <sub>2</sub> do rod iron            | 0 15           | 16 28                       |  |
|                                           | 25 do fire iron<br>276 do iron for cannon axles        | 015<br>015     | 3 75<br>/ 41 40             |  |
|                                           | 140 do sheet iron                                      | 0 25           | 35 00                       |  |
|                                           | 4 doz. stove polish                                    | 1 50           | 6 00                        |  |
|                                           | l do stable forks                                      | 30 00          | 45 00<br>30 00              |  |
| 1                                         | 🚽 do do scrapers                                       | 30 00          | 15 00                       |  |
|                                           | 1 do stout oak pails<br>2 shoeing knives               |                | 18 00-<br>2 00-             |  |
|                                           | 1 pair horse shoe pincers                              |                | 2 50                        |  |
| . 1                                       | i patent hay cutter                                    |                | 24 00-<br>12 00-            |  |
|                                           | 4 pair blacksmith's tongs<br>2 patent hay knives       |                | 7 00                        |  |
|                                           | 1 breaking plough                                      |                | 35 00                       |  |
|                                           | 6 axletrees                                            |                | 30 00<br>25 00 <sup>,</sup> |  |
|                                           | 2 4-horse tongues                                      |                | 12 00-                      |  |
|                                           | 1 pair lead bars and single trees                      |                | 8 50                        |  |
|                                           | 12 single trees, framed                                | 200<br>150     | 24 00<br>9 00-              |  |
|                                           | 1 doz. bracket lamps                                   | 150            | 18 00                       |  |
| 52                                        | 1 do brackets<br>420 feet plaited rope                 |                | 12 00-<br>6 30-             |  |
| 104                                       | 211 lbs. rope                                          | 0 25           | 52 75                       |  |
|                                           | 12 doz. lamp chimneys                                  | 4 50           | 54 00                       |  |
| Í                                         | 3 sticks sealing wax<br>1 doz. sheets wadding          | 0 25           | 075-200                     |  |
| 1. A. A. A. A. A. A. A. A. A. A. A. A. A. | 6 cases axle grease                                    | 10 50          | 63 00-                      |  |

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# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

GENERAL ACCOUNT.-Continued.

| Vouchers. | Quantity and Description.                                                                                                                                       | Rate.     | Amount.                         |
|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------|
| 38        | Fort Calgarry.           To 1 bottle sweet oil, 75 cts. : blank book, \$3           1 bar castile soap, \$1; 1 tin pail, 65 cts           12 pkgs. stove polish | \$ cts.   | \$ cts.<br>3 75<br>1 65<br>3 00 |
|           | 14 PES 50010 Panen and and and and and and and and and an                                                                                                       | ********* | \$1,840 53                      |

#### BUILDING.

| Fort MeLeod.           3, 11         To 24 pair strap hinges         0<75         18 00           3         12 do but do         0<60         72         3           6         1 double window sash         0<25         10         00           6         1 double window sash         1         25         50           6         1 double window sash         1         25         50           10         2 do         0         0         2         50           10         1 grindstone, 44 lbs.         0         35         8 71           11         gellon turpentine         0         35         8 71           12         gross screws         2         25         45           11         gellon turpentine         3         30         30           12         gross screws         2         25         45           12         dox flat fles         15         00         30           12         dox slissed oil         3         30         30           14         do half-round files         15         10         25         10           156         Regs white lead         5         50 <th>,</th> <th></th> <th>   </th> <th></th> <th></th> | ,          |                                             |      |                  |    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|---------------------------------------------|------|------------------|----|
| 3       12       do butí do       0       0       72         3, 15       40 doz seress       0       0       25       10       0         6       1       donble window sash       0       25       10       0         6       4       sets door latches       125       50       0       250       10       0         10       1       dox mill files       0       250       0       260       10       125       50       0       10       125       50       0       10       125       50       10       125       50       10       125       50       10       125       50       125       50       125       50       125       11       10       10       10       11       10       15       10       10       10       10       10       10       10       10       10       10       10       10       10       10       10       10       10       10       10       12       10       10       10       10       10       10       10       12       10       10       10       10       10       10       10       12       10                                                                                                                               |            | Fort McLeod.                                |      |                  |    |
| 3       12       do buti do       0       0       72         3, 15       40       do as ceress       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       <                                                                                                                                                                              | 3, 11      | To 24 pair strap hinges                     | 0 75 | 18 0             | 0  |
| 6       1       double window sash       1       25       5       00         10       15       1       0.5       0.6       1       25       5       00         10       15       1       0.5       0.6       0       2       5       0       5       0         10       15       1       0.5       0.1       1       0.5       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0                                                                                                                                                                                            |            |                                             |      | 7 2              | 0  |
| 6       1       double window sash       1       25       5       00         10       15       1       0.5       0.6       1       25       5       00         10       15       1       0.5       0.6       0       2       5       0       5       0         10       15       1       0.5       0.1       1       0.5       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0                                                                                                                                                                                            | 3, 15      | 40 doz screws                               | 0 25 | 10 0             | 0  |
| 6. 10       2       do       do       do       50       50         10, 15       1       dox. mill files       0       250       50       60         11       125       lbs. white lead       0       35       87         11       1       gallon turpentine       30       350       140         11       10       lbs. cut nails       350       140         12       gross screws       225       456         1       2       do alf-round files       1500       306         1       2       doz. flat files       1500       300         1       2       dos half-round files       1500       300       300         1       10       bas. linaseed oil       300       300       300       300         10       gals. linaseed oil       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300       300 <t< td=""><td></td><td>1 double window sash</td><td></td><td>30</td><td>0</td></t<>                           |            | 1 double window sash                        |      | 30               | 0  |
| 10, 15       1       doz. mill files.       0       20       8       6         10       1       grindstone, 44 lbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 6          | 4 sets door latches                         | 1 25 | 50               | 0  |
| 10       1       grindstone, 44 lbs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 6, 10      | 2 do do                                     | 2 50 | 50               | 0  |
| 11       25       ibit. white lead       0       35       8       77         11       10       ibs. cut nails       0       25       2       56         15       4       gals. machine oil       3       50       14       0         11       10       ibs. cut nails       0       25       2       56         16       4       gals. machine oil       15       00       20       6         1       1       do half-round files       15       00       30       6         1       1       do half-round files       7       700       00       700       00         56       Fort Walsh.       7       50       52       00       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30       30 <td>10, 15</td> <td>l doz. mill files</td> <td></td> <td>60</td> <td>0</td>                                                      | 10, 15     | l doz. mill files                           |      | 60               | 0  |
| 11       1       gallon turpentine       3 00         11       10       bs. cut nails       3 50         14       2 gls. machine oil       3 50         15       4 gals. machine oil       3 50         1       2 gross screws       2 25         1       2 doz. flat files       15 00         1       1 do half-round files       15 00         56       Raising stables       700 00         Fort Walsh.         10       gals. linseed oil       3 00         10       gals. linseed oil       3 00         10       gals. linseed oil       3 00         10       gals. linseed oil       3 00         11       10 to x 12 glass       7 50         10       gals. linseed       1 50         10       10 x 12 window sash       1 50         10       10 x 12 window sash       1 50         10       10 x 12 window sash       1 50         10       10 x 12 window sash       1 50         10       10 x 12 window sash       1 50         10       10 x 12 window sash       1 50         12       1 dox door locks       1 80         1       2 goros in                                                                                                          | 10         |                                             |      | 88               | 0  |
| 11       10       İbs. cut nails       0       25       25         16       4       gals. machine oil       350       14       00         1       2       gross screws       225       45       50         1       2       doz. flat files       15       00       30       60         1       1       do half-round files       12       00       30       60         1       1       do half-round files       700       00       12       00         56       Raising stables       700       00       20       700       00         Fort Walsh.         10       gals. linseed oil       300       300       300       200       25       00       25       00       25       00       25       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00       00<                                                                                                                                 | 11         | 25 lbs. white lead                          | 0 35 | 87               | 5  |
| 16       4       gals. machine oil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 11         |                                             |      | 30               | 0  |
| 1       2       gross screws       2       2       5       4       50         1       1       1       0       halfree       15       00       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       90       10       10       12       2       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       90       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12       12                                                                                                                                      | 11         | 10 lbs. cut nails                           | 0 25 | 25               | 0  |
| 1       2       doz. flat files       15       00       30       60         1       1       do half-round files       12       00       12       00         56       Raising stables       700       00       700       00       700       00         Fort Walsh.         10       gals. linseed oil       300       300       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       00       30       10       12       00       12       00       12       00       12       00       12       00       2       2       50                                                                                                                                 | 15         | 4 gals. machine oil                         |      | 14 0             | 0  |
| 1       1       do half-round files                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 1          |                                             |      | 45               | 0  |
| 56       Raising stables       700 00         Fort Walsh.         70       0         10       gals. linseed oil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -          | 2 doz. flat files                           |      | 30 6             | 0  |
| Fort Walsh.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 1          |                                             |      | 12 0             | 0  |
| $ \begin{cases} To 5 kegs white lead$                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 56         | Raising stables                             |      | 700 0            | 0  |
| 10       gals. linseed oil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |            | Fort Walsh.                                 |      |                  |    |
| 10       gals. linseed oil                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | ſ          | To 5 kegs white lead                        | 5 00 | 25 0             | 0  |
| 10       lbs. yellow ochre       0       50       50         10       do umber       0       50       50         10       10 x 12 window sash       150       150       150         10       10 x 12 window sash       1       150       120         391       lbs. putty       0       15       52         1       doz door locks       0       15       52         1       doz door locks       1800       1800         1       keg cut nails       0       09       224         2       gross inch screws       1       25       25         2       do 14-inch do       1       50       300         2       gals. copal varnish       600       1200         2       gals. copal varnish       0       30       1         3       patent dryers       0       30       1       55         Fort Calgarry.         Total       0       50         Total       50       50                                                                                                                                                                                                                                                                                                 | i          | 10 gals. linseed oil                        |      | 30 0             | ю  |
| 10       do       umber       0       50       50         10       10       12       window sash       1       50       150         6       do       do       glazed       2       90       12       90         39       1bs. putty       0       15       52       1       doz       door locks       18       18         1       keg cut nails       9       0       2       25       12       25       12       25       25       2       0       12       25       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2                                                                                                                                                                            | ·          | 7 boxes 10 x 12 glass                       |      | 52 5             | 0  |
| 10       10 x 12 window sash       1 50       15 00         6       do       glazed       2 90       12 00         391       lbs. putty       0 15       5 90         1       doz door locks       0 15       5 90         1       doz door locks       0 15       5 90         2       gross inch screws       1 25       2 50         2       gross inch screws       1 25       2 50         2       do 14-inch do       1 50       3 00         2       gals. copal varnish       1 50       3 00         2       gals. copal varnish       0 30       1 50         3       patent dryers       0 30       1 50         5       lbs. lamp black       0 30       1 50         5       lbs. lamp black       0 30       1 50         5       lbs. lamp black       0 50       1 50         Fort Calgarry.         38       To 1 saw file       0 50         Total       50 40                                                                                                                                                                                                                                                                                            |            | 10 lbs. yellow ochre                        |      | 50               | ю  |
| 6       do       glazed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | i i        |                                             |      | 5 0              | 0  |
| 52       39½ lbs. putty                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1          | 10 10 x 12 window sash                      |      | 15 0             | 0  |
| 52       1 doz door locks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | i          | 1 6 do do glazed                            |      | 12 0             | 0  |
| 1       keg cut nails       9 00         25       lbs. finishing nails       0 09       2 22         2       gross inch screws       1 25       2 56         2       do 14-inch do       1 50       3 00         2       gals. copal varnish       1 50       3 00         2       blinds and fixtures       1 00       12 00         5       lbs. lamp black       0 30       1 55         3       patent dryers       0 50       1 50         Fort Calgarry.         38       To 1       saw file       0 50         Total       0 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1          | 391 lbs. putty                              | 0 15 | 59               | 2  |
| 25       lbs. finishing nails       0 09       2 24         2       gross inch screws       1 25       2 56         2       do 1¼-inch do       1 50       3 00         2       gals. copal varnish       6 00       12 00         12       blinds and fixtures       0 30       1 50         3       patent dryers       0 30       1 50         38       To 1       saw file       0 50         Total       0 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 52 {       | 1 doz door locks                            |      | 18 0             | 0  |
| 2       gross inch screws                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | í          | 1 keg cut nails                             |      | 90               | 0  |
| 2       do 11-inch do       1 50       3 00         2       gals. copal varnish       6 00       12 00         12       blinds and fixtures       1 00       12 00         12       blinds and fixtures       0 30       1 50         3       patent dryers       0 50       1 50         Fort Calgarry.         38       To 1       saw file         Total       0 50                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |            | 25 lbs. finishing nails                     |      | 22               | 5  |
| 2       gals. copal varnish                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |            | 2 gross inch screws                         |      | 25               | j0 |
| 5         lbs. lamp black         0 30         1 55           3         patent dryers         0 50         ,1 56           Fort Calgarry.           38         To 1 saw file         0 50           Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1          | 2 do 1 <sup>1</sup> / <sub>4</sub> -inch do |      | 3 0              | 0  |
| 5         lbs. lamp black         0 30         1 55           3         patent dryers         0 50         ,1 56           Fort Calgarry.           38         To 1 saw file         0 50           Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 1          | 2 gals. copal varnish                       |      | 12 0             | 0  |
| 3 patent dryers         0 50         1 50           Fort Calgarry.         0 50         0 50           38         To 1 saw file         0 50           Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | . <b>i</b> | 12 blinds and fixtures                      | 1 00 | 12 0             | 0  |
| Fort Calgarry.       0 50         38       To 1 saw file       0 50         Total       \$1,050 40                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 1          |                                             |      | 15               | Ð  |
| 38       To 1 saw file       0 50         Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | ι          | 3 patent dryers                             | 0 50 | ,15              | 0  |
| Total \$1,050 4                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            | Fort Calgarry.                              |      |                  |    |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 38         | <br> To 1 saw file                          |      | 0 8              | 50 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | -          | Total                                       |      | <b>\$1,050</b> 4 | 12 |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            | 153                                         |      |                  |    |

# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

## CLOTHING.

| Vouchers.               | Quantity and Description.               | Rate.                    | Amount.                    |
|-------------------------|-----------------------------------------|--------------------------|----------------------------|
| <del>9</del> , 10<br>17 | Fort McLeod.<br>To 42 Buffalo overcoats | \$ cts.<br>11 00<br>3 00 | \$ cts.<br>462 00<br>45 00 |
| 17                      | 18 do do Total                          | 4 00                     | 72 00<br>\$579 00          |

### FORAGE.

|             |                   | Fort McLeod.         |                                        |                             |
|-------------|-------------------|----------------------|----------------------------------------|-----------------------------|
| 14 6,<br>58 | <b>,473</b><br>71 | lbs. oats tons hay   | 0 08<br>20 00                          | 517 8<br>1,420 (            |
|             |                   | Fort Calgarry.       |                                        |                             |
| 24          | 209               | tons hay             | 15 00                                  | 3,000 (                     |
|             |                   | Fort Walsh.          |                                        |                             |
|             | ,715<br>.277      | lbs. bran<br>do oats | 0 07 <del>1</del><br>0 06 <del>1</del> | 503 <del>(</del><br>5,868 ( |
|             | 261               | do do                | 0 08                                   | 9,540 8                     |
|             |                   | 'Total               |                                        | \$20,850 3                  |

## SADDLERY.

|   | Fort McLeod.                  |      |     |
|---|-------------------------------|------|-----|
|   | 75 curry combs                | 0 62 | 46  |
| , | 75 leather back horse brushes |      | 168 |
|   | 2 dozen awl blades            |      | 2   |
|   | 1 do hafts                    |      | 1   |
|   | 1 seat awl                    |      | Ó   |
|   | 1 round awl                   |      | Ó   |
|   | 2 backing awls                |      | Ō   |
|   | 3 bracing do                  |      | i   |
|   | 2 thongs                      |      | ī   |
|   | 1 single crease               |      | ō   |
| 1 | 1 double do                   |      | ŏ   |
|   |                               |      | ŏ   |
|   | 1 edge do                     |      | ŏ   |
|   |                               |      | ĭ   |
|   | 1 pair 6-inch compasses       |      | 2   |
|   | 1 pot chambre                 |      | ĩ   |
|   | 1 packing carriage            |      | 4   |
|   | 4 do wheels                   |      |     |
|   | 1 strong fork                 |      | 1   |
|   | 1 draw gauge                  |      | 4   |
|   | 1 bevelling hammer            |      | 1   |

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# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

# SADDLERY.-Continued.

| Vouchers. | Quantity and Description.                                                                                                                                                       | Rate.                                        | Amount.                                                     |  |
|-----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------------------|--|
| J         | Fort McLeod.—Continued.         1       rip knive                                                                                                                               | 0 30<br>0 25<br>0 50<br>1 50<br>0 75<br>0 15 |                                                             |  |
|           | Fort Walsh.<br>6 dozen brass buckles<br>4 do do do<br>6 do iron do<br>1 gross galvanized white snaps<br>2 gallons neatsfoot oil<br>90 nose bags<br>12 dozen large brass buckles | 2 50<br>0 50<br>3 00<br>1 50                 | 18 00<br>10 00<br>3 00<br>12 00<br>36 00<br>135 00<br>36 00 |  |
|           | Total                                                                                                                                                                           | ·····                                        | \$714 02                                                    |  |

#### LIGHT AND FUEL.

|    | Fort Walsh.          |      |                  |
|----|----------------------|------|------------------|
| 52 | 100 gallons coal oil | 1 12 | <b>\$</b> 112 00 |

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

## EXPENSE ENTAILED BY INCREASE OF FORCE.

| Vouchers. |                                                                        | Rate.   | Amount.                         |
|-----------|------------------------------------------------------------------------|---------|---------------------------------|
| 56        | Fort McLeod.<br>To J. G. Baker & Co., for building addition to corrall | \$ cts. | \$ cts.<br>150 09               |
| 34        | Fort Walsh.<br>To J. G. Baker & Co., building<br>Total.                |         | 1,6 <b>6</b> 0 00<br>\$1,810 00 |

### REMOUNT.

|    | Fort McLeod. |        |          |
|----|--------------|--------|----------|
| 57 | 4 horses     | 100 00 | \$400 00 |

### FREIGHT.

| 55 | Fort McLeod.<br>To hanling 1,390 lbs. bonded freight, from Cow Island to Benton.<br>Hauling same from Benton to Fort McLeod. | 0 01 <del>3</del><br>0 02 <del>4</del> | 20<br>31   | 85<br>27 |
|----|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|------------|----------|
| 40 | Fort Calgarry.<br>To hauling 2,369 lbs. potatoes from Fort McLeod to Fort Calgarry<br>Total                                  | 0 01                                   | 23<br>\$75 |          |

### DRUGS AND VETERINARY.

|     | Fort Walsh.          |                   |      |
|-----|----------------------|-------------------|------|
| 100 | lbs. catmeal.        | $0 12\frac{1}{2}$ | 12 5 |
| 10  | lbs. rosin!          | 0 25              | 25   |
| 3   | doz. lemon sugar.    | 6 00              | 18 0 |
| 2   | oz. ammonia          | 1 25              | 2 5  |
| Б   | lbs. syrup squills   | 1 25              | 6 2  |
| 2   | drams acet. morphine | 1 50              | 3 🛛  |
| 2   | lbs. fluid arnica.   | 3 25              | 6 5  |
| . 2 | lbs. tinc. arnica    | 1 50              | 3 0  |
| ī   | lb. gum arabic       |                   | 1 7  |
| 84  | lbs. flaxseed meal.  | 0 25              | 21 0 |
| 5   | lbs. hops            | 0 50              | 2 5  |
| 2   | lbs. bicarb. soda    | 0 25              | 0 5  |
|     | lbs. tartaric acid   | 1 75              | 3.6  |

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

### DRUGS AND VETERINARY.-Continued.

| Vouchers. | Quantity and Description.                                     | Rate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Amor                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | ant.                                                                                                 |
|-----------|---------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|           | Fort Walsh.—Continued.         4 Ibs. assorted sponges        | 0         25           1         50           1         50           1         75           1         00           1         25           0         25           3         00           2         25           1         50           2         00           2         200           2         00           2         00           3         00           3         50           1         00           1         00           1         00           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50           1         50 | <b>4</b><br>2<br>2<br>3<br>3<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>4<br>10<br><b>4</b><br>1<br>2<br>7<br>5<br>2<br>5<br>2<br>2<br>7<br>2<br>3<br>2<br>9<br>12<br>3<br>4<br>2<br>2<br>4<br>2<br>4<br>2<br>2<br>3<br>2<br>3<br>5<br>2<br>4<br>0<br>4<br>1<br>0<br>4<br>1<br>2<br>2<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>4<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>4<br>6<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>4<br>5<br>2<br>2<br>5<br>2<br>2<br>5<br>2<br>2<br>5<br>2<br>2<br>5<br>2<br>2<br>2<br>5<br>2<br>2<br>2<br>5<br>2<br>2<br>2<br>3<br>2<br>2<br>5<br>2<br>2<br>3<br>2<br>2<br>3<br>5<br>2<br>2<br>3<br>5<br>2<br>2<br>3<br>2<br>2<br>3<br>2<br>2<br>3<br>2<br>2<br>3<br>2<br>3 | $\begin{array}{c} 00\\ 00\\ 50\\ 00\\ 25\\ 00\\ 75\\ 50\\ 00\\ 50\\ 00\\ 50\\ 00\\ 00\\ 50\\ 00\\ 0$ |
|           | Paid Turner & Flannagan, U. S. currency<br>Premium, at \$1.10 | 6 75<br>0 62                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                      |
|           | i i i i i i i i i i i i i i i i i i i                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 13                                                                                                   |

#### REPAYMENT.

|    | Fort Walsh.              |   |    |                          |
|----|--------------------------|---|----|--------------------------|
| 52 | 118 lbs. premium tobacco | 1 | 35 | <b>\$</b> 159 <b>3</b> 0 |

## Approved.

(Signed)

### JAMES F. McLEOD. Commissioner.

16th December, 1876.

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co. RATIONS.

| Vouchers. | Quantity and Description.                 | Rate.            | Amount. |
|-----------|-------------------------------------------|------------------|---------|
| 1 and 2   | Fort McLeod.<br>11,986 lbs. domestic beef | \$ cts.<br>• 03} | -       |

### GENERAL ACCOUNT.

| Furt McLeod.            |      |               |                                                                                                                                                                                                                         |
|-------------------------|------|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 265 lbs. rope           | 040  | 106           | 00                                                                                                                                                                                                                      |
| 6 dozen chimneys (lamp) | 4 50 | 27            | 00                                                                                                                                                                                                                      |
| 2 bottles ink (pints).  | 1 00 | 2             | 00                                                                                                                                                                                                                      |
| 18 carriage bolts       | 0 25 | 4             | 50                                                                                                                                                                                                                      |
| 1 cow skin              |      | 1             | 50                                                                                                                                                                                                                      |
|                         |      | <b>\$</b> 141 | 00                                                                                                                                                                                                                      |
|                         |      | 265 lbs. rope | 265 lbs. rope       0 40       106         6 dozen chimneys (lamp)       4 50       27         2 bottles ink (pints)       1 00       2         18 earriage bolts       0 25       4         1 cow skin       1       1 |

### BUILDING.

|                                       | Fort McLood.                                |            |                               |                                                      |
|---------------------------------------|---------------------------------------------|------------|-------------------------------|------------------------------------------------------|
| 1 and 3<br>1<br>3<br>1<br>1<br>1<br>1 | 15 pairs strap hinges<br>1 pair butt hinges | 350<br>200 | 0<br>17<br>35<br>20<br>2<br>3 | 25-<br>50-<br>00-<br>00-<br>50-<br>00-<br>50-<br>00- |
|                                       |                                             |            | \$89                          | 25                                                   |

### CLOTHING.

|                                    | Fort McLeod.                                                                            |                               |                                      |
|------------------------------------|-----------------------------------------------------------------------------------------|-------------------------------|--------------------------------------|
| 1 and 3<br>1 and 3<br>1 and 3<br>8 | 146 buffalo eoats.         51 under shirts.         52 pairs drawers         8 do soeks | 11 00<br>2 00<br>2 00<br>• 50 | 1,606 00<br>102 00<br>104 00<br>4 00 |
|                                    |                                                                                         |                               | \$1,816 00                           |

### SADDLERY.

|   | Fort McLeod.             |                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|---|--------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 150 ventilated nose bags | 1 50                                                                                                            | <b>\$225</b> 00                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|   |                          | in the second second second second second second second second second second second second second second second | and the second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second se |

# NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

## FREIGHT.

| Vouchers. | Quantity and Description.         | Rate.   | Amount, |
|-----------|-----------------------------------|---------|---------|
| 3         | Fort Calgarry.                    | \$ cts. | \$ cts. |
|           | Hauling 147 lbs. from Fort McLeod | 0 03    | 44 13   |

### REPAYMENT.

|        |                                         | ļ        | 1             |
|--------|-----------------------------------------|----------|---------------|
|        | Fort McLeod.                            |          |               |
| 1<br>1 | 50 lbs. army tobacco<br>4 do gun powder | 00<br>00 | 50 00<br>4 00 |
|        |                                         |          | \$54 00       |

### VETERINARY.

| Fort McLeod.                      |
|-----------------------------------|
| 1 5 lbs. castile soap 1 50 \$7 50 |

### INDIAN USE.

|   | Fort McLeod.            |      |                  |
|---|-------------------------|------|------------------|
| 1 | 110 lbs. Indian tobacco | 0 80 | <b>\$88 0</b> 0∽ |

## Approved.

(Signed) JAMES F. McLEOD,

Commissioner.

FORT BENTON, MONTANA, 30th December, 1876.

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co., Fort Benton, M.T. VETERINARY DEPARTMENT.

| Vouchers.            | Quantity and Description.                                 | Rate.                           | Amount.                                   |
|----------------------|-----------------------------------------------------------|---------------------------------|-------------------------------------------|
| 22<br>22<br>22<br>22 | Fort Walsh<br>To lbs. lard<br>2 pairs seissors<br>2 combs | \$ cts,<br>0 35<br>1 50<br>0 75 | \$ cts.<br>3 50<br>3 00<br>1 50<br>\$8 00 |

### FORAGE ACCOUNT.

|    | Fort Walsh.         |      |                   |
|----|---------------------|------|-------------------|
| 10 | To 31,070 lbs. oats | 0 08 | <b>\$2,485</b> 60 |

### BUILDING ACCOUNT.

|    | Fort Walsh.                                |      |     |
|----|--------------------------------------------|------|-----|
| 22 | To 1 pair strap hinges<br>1 padlock, extra | 0    | ) 7 |
|    | 1 padlock, extra                           | 2    |     |
|    | 1 hasp                                     | ō    |     |
|    | 2 staples                                  | ŏ    |     |
|    | 1 pair strap hinges                        | ŏ    | , , |
|    | 1 padlock                                  | ž    |     |
|    | 1 hasp                                     |      |     |
|    | 2 staples                                  |      | 5   |
|    | 5 lbs. nails                               |      | ,   |
|    | 1 pair butts                               |      |     |
|    | 4 9-inch hinges.                           |      | 6   |
|    | 2 12-inch do                               |      |     |
| ·  |                                            |      |     |
|    |                                            | \$19 |     |

### FUEL AND LIGHT ACCOUNT.

|    | Fort Walsh.        |     |         |
|----|--------------------|-----|---------|
| 22 | To 40 lbs. candles | 030 | \$12 00 |

### GENERAL ACCOUNT.

| 1 1 | o Stamping Government mail         | 2 17   |  |
|-----|------------------------------------|--------|--|
| 3   | Pair No. 9, large platform scales  |        |  |
| 3   | 1 red ink ruling pen               | 1 50   |  |
| 3   | 107 108. 1ron at 15 cts            | 23 55  |  |
| 4   | Paid hauling recruits and baggage. | 100 00 |  |
| 22  | 6 brooms                           | 4 50   |  |

## NORTH-WEST MOUNTED POLICE, Dr.: TO J. G. Baker & Co., Fort Benton, M.T. GENERAL ACCOUNT.-Continued.

| Vouchers.                                                                  | Quantity and Description.                                                                                                                                                                                   | Rate.  | Amount.                                                                              | Total.           |
|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|--------------------------------------------------------------------------------------|------------------|
| 22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22<br>22 | To 1 bottle mucilage<br>6 pair strap hinges<br>164 dos. screws<br>24 bolts<br>2 whip stalks<br>16 hasps and staples<br>16 oz. butts<br>25 feet hoop iroz<br>100 brass tacks<br>1 yard cloth<br>1 bottle ink |        | 5 00<br>3 06<br>6 66<br>3 50<br>1 00<br>5 00<br>1 50<br>0 50<br>8 00<br>1 50<br>1 00 | \$ cis.          |
| 22                                                                         | 20 lbs. nails                                                                                                                                                                                               | •••••• | 1 80                                                                                 | <b>\$29</b> 2 18 |

### SADDLERY.

| 3  | Fort Walsh.<br>To 30 Cal. saddles                                   | 0 75<br>0 75 | 600 00<br>25 50<br>18 75<br>24 00<br>5 00<br>1 50<br>6 59 |                  |
|----|---------------------------------------------------------------------|--------------|-----------------------------------------------------------|------------------|
| 22 | 1 bench saddler's vice<br>1 bb. No. 12 harness thread<br>1 cow skin |              | 6 50                                                      | <b>\$6</b> 85 25 |

### CLOTHING.

| 12<br>22 | Fort Walth.<br>To 1:0 buffalo coats<br>1 pair 4-p. blue blankets<br>3 robes for mits<br>2 lbs. thread; 1 @ \$4, and 1 @ \$3.50<br>6 wool under shirts<br>6 pair wool drawers<br>1 ealf skin | 4 00<br>1 50<br>2 50 | 1,210 00<br>7 00<br>12 00<br>5 00<br>7 50<br>9 00<br>15 00<br>3 00 | <b>61 678 K</b> 0 |
|----------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------------------|-------------------|
|          |                                                                                                                                                                                             |                      |                                                                    | \$1,268 50        |

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NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co., Fort Benton, M.T.

HOSPITAL ACCOUNT.

| Vouchers, | Quantity and Description.                     | Rate.                | Amount.                                       | Total.          |
|-----------|-----------------------------------------------|----------------------|-----------------------------------------------|-----------------|
|           | Fort Walsh.                                   | \$ cts.              | \$ ets.                                       | \$ cts          |
| 1         | 2 army bandages<br>2 rolls cerate cantharides | 1 50<br>0 35<br>5 50 | 4 00<br>3 00<br>1 75<br>2 75<br>9 25          |                 |
| 22 {      | yd. brown barege                              | 0 50<br>1 00<br>5 50 | 0 75<br>2 00<br>8 00<br>11 00<br>3 50<br>0 20 |                 |
| ť         | 3 bats soap                                   | •• •• •              | 0 60                                          | <b>\$</b> 37 80 |

**▲**pproved.

(Signed)

JAMES F. McLEOD,

Commissioner.

FORT BENTON, M.T., 10th January, 1877.

(Copy)

NORTH-WEST MOUNTED POLICE, Dr.: To W. E. Jones, Swan River.

| Date.                    | Quantity and Description.                                          | Amount.                  | Total.             |
|--------------------------|--------------------------------------------------------------------|--------------------------|--------------------|
| 1876.<br>Oct. 7<br>do 27 | 1 brass eight-day clock<br>Stove varnish, 60c.; moose skin, \$3.50 | \$ cts.<br>12 00<br>4 10 | \$ cts.<br>\$16 10 |

Approved.

(Signed)

W. M. HERCHMER,

Inspector N.-W.M.P.

## FORT BENTON, M.T., Jan. 15, 1877.

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

### RATIONS.

| Vouchers. | Quantity and Description.                                                      | Rate.   | Amount.           | Tetal.          |
|-----------|--------------------------------------------------------------------------------|---------|-------------------|-----------------|
| 4         | Fort Walsh.<br>3,027 lbs. potatoes                                             | \$ cts. | \$ cts.<br>151 35 | \$ ets.         |
| 5         | Fort Calgarry.<br>5,770 lbs. domestic beef, at 3 <sup>1</sup> / <sub>2</sub> c |         | 201 95            | \$353 <b>30</b> |

### GENERAL ACCOUNT.

|             | Fort McLeod.                                                                          |                                          |               |
|-------------|---------------------------------------------------------------------------------------|------------------------------------------|---------------|
| 6           | Paid to J. G. Baker & Co., for Commissioner's stage<br>fare, Fort McLeod to Fort Shaw | ••••••                                   | 25 00         |
|             | Fort Calgarry.                                                                        |                                          | 1             |
| 10, 11      | 4 whip lashes                                                                         | 3 50                                     | 14 00         |
| <b>' 13</b> | 1 lb. resin                                                                           |                                          | 0 50          |
|             | Fort Walsh.                                                                           |                                          |               |
| 4           | 2 4-horse lashes                                                                      | 2 50                                     | 5 00          |
| - Ā         | 5 balls twine                                                                         | 0 50                                     | 2 50          |
| 4           | 1 lb. Prussian blue paint                                                             | 2 00                                     | 0 50          |
| · 4         | do chrome yellow                                                                      | 0 75                                     | 0 19          |
| - 4         | 2 gals. syrup                                                                         | 1.30                                     | 2 60          |
| . 4         | 1 Dicket TODE                                                                         |                                          | 0 75          |
| 4           | 1 camp-kettle                                                                         |                                          | 2 50          |
| 4           | 1 tin pail                                                                            | *****                                    | 1 00          |
| 4           | 1 fry pan                                                                             | 2 00                                     | 1 50 4        |
| 4           | Bake ovens                                                                            |                                          | 4 50          |
| 4           | 8 6-quart meat dishes                                                                 | ********                                 | ~ ~ ~ !       |
| 4           | 1 12 do dish                                                                          | *****                                    | 2 50<br>0 50  |
| 4           | 1 flesh fork                                                                          | 2 50                                     | 5 00          |
| 4           | 2 10-quart tes pots                                                                   | 2 00                                     | 2 25          |
| 4           | 1 stand lamp (complete)                                                               | 0 75                                     | 2 25          |
| 4           | B packing cases                                                                       | 0 15                                     | 2 50          |
| 4           | 1 00                                                                                  | ** * * * * * * * * * * * * * * * * * * * | 0 30          |
| 4           | 1 1b. lard                                                                            |                                          | 0 50          |
| 4           | 1 padlock                                                                             |                                          | 2 50          |
|             | 1 door lock                                                                           |                                          | 0 50          |
| 4           | 1 whip-stalk                                                                          | • • • • • • • • • • • • • • • • • • • •  | 2 60          |
| 4           | 1 cow skin                                                                            | 0 50 1                                   | 1 00          |
| · 4         | 2 bunches rubber bands                                                                |                                          | 2 38          |
| .4          | do ledger cap do                                                                      | 10 00                                    |               |
| 4           | do ledger cap do                                                                      | 10.00                                    | <b>3</b> 50 : |
| - 4         | do blue eap do 163                                                                    | 8 50                                     | 4 25          |

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

### GENERAL ACCOUNT. - Continued.

| Vouchers.   | Quantity and Description.                                                                                                            | Rate. | Amount.                                          | Total.              |
|-------------|--------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------------------------------------|---------------------|
| 4<br>4<br>4 | Fort Walsh.—Continued. 3 blotting paper 1 lamp (complete) 2 bottle mucilage Paid half-breed, Cyprian Billeting Transporting invalids |       | \$ cts.<br>0 15<br>2 25<br>0 50<br>8 50<br>12 00 | \$ cts.<br>\$118 87 |

## BUILDING.

|   | <ul> <li>doz. 10 x 12 glass</li> <li>do de window sash</li> <li>sheets emery paper</li> <li>smoothing plane</li> <li>dos. carpenters' pencils</li> <li>2 8 x 10 window sash</li> <li>bls. nails</li> </ul> | 1 75 | 17 50<br>14 00<br>0 60<br>2 50<br>1 00<br>2 75<br>1 80 |  |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|--------------------------------------------------------|--|
| İ | Fort Calgarry.                                                                                                                                                                                             | 0 50 |                                                        |  |

### VETERINARY.

|         | Fort Walsh.                                                 |                    |
|---------|-------------------------------------------------------------|--------------------|
| 21<br>4 | 1 can lead         1 bot, castor oil         1 do sweet oil | <br><b>\$</b> 5 00 |

## CLOTHING.

|     |                                                                                                                                                                                                                                                                                                                                                                                                            | ·····                                                                                                           | · `                |                 |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|--------------------|-----------------|
|     |                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                 |                    |                 |
|     | Fort Walsh.                                                                                                                                                                                                                                                                                                                                                                                                | 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - |                    |                 |
|     |                                                                                                                                                                                                                                                                                                                                                                                                            | <b>F A</b> 0                                                                                                    |                    | <b>\$160 00</b> |
| - 4 | 32 buffalo robes                                                                                                                                                                                                                                                                                                                                                                                           | 5 00                                                                                                            | ********* ******** | \$100.00        |
|     | المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز المركز ال |                                                                                                                 |                    |                 |

## 42 Victoria.

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

## INDIAN DEPARTMENT.

| ¥ouchers. | Quantity and Description.                                                 | Rate.   | Amount.              | Total.                  |
|-----------|---------------------------------------------------------------------------|---------|----------------------|-------------------------|
|           | Fort Walsh.                                                               | \$ cts. | \$ cts.              | \$ cts.                 |
| 3         | Paid T. C. Power & Bro. for 1 blanket<br>2 lbs. tea<br>2 boxes cartridges | 1 00    | 5 00<br>2 00<br>3 00 |                         |
| 4         | 20 Ibs. pemmican                                                          | 0 07    | 1 40                 | <b>\$</b> 11 <b>4</b> 0 |

### HOSPITAL.

|                           | Fort Walsh.                                                                                      |                                                   |                 |
|---------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------|-----------------|
| 22 64<br>1<br>2<br>5<br>2 | yds. 41 cotton<br>doz. pts. sweet oil<br>spool thread<br>sponges<br>lbs. nails<br>do brass nails | <br>12 80<br>6 00<br>0 25<br>1 00<br>0 45<br>1 00 | <b>\$</b> 21 50 |

### FREIGHT.

|    | Fort Walsh.          |          |             |
|----|----------------------|----------|-------------|
| 31 | Transporting baggage | <u> </u> | <br>\$31 95 |

Approved.

(Signed)

A. G. IRVINE, Assistant Commissioner.

10th January, 1877.

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

FORT BENTON, M.T.

| ♥ouchers.        | Quantity and Description.                                                         | Rate.                | Amount.                       | Total.           |
|------------------|-----------------------------------------------------------------------------------|----------------------|-------------------------------|------------------|
| 1                | Fort McLeod.<br>11,892 lbs. domestic beef                                         | \$ cts.<br>0 034     | \$ cts.<br>416 22             | \$ cts.          |
| 2<br>2<br>2<br>2 | Fort Walsh.<br>600 lbs. potatoes<br>20 do bacon<br>21 gal. syrup<br>1 can mustard | 0 05<br>0 17<br>1 30 | 30 00<br>3 40<br>0 65<br>0 50 | <b>\$4</b> 50 77 |

## GENERAL ACCOUNT.

|      | Fort McLeed.              |               |       |      |
|------|---------------------------|---------------|-------|------|
|      | l lantern                 |               | 6 00  |      |
| 112  | 2 brooms                  | 1 25          | 15 00 |      |
| 1 1  | l oak plank               |               | 7 50  |      |
| 3    | 7 lbs. rope               | 040           | 14 80 |      |
|      | 2 whip-stocks             | 1 50          | 3 00  |      |
| 1    | whip-lash                 |               | 3 50  |      |
|      | 2 camp kettles, \$4, \$3  |               | 7 00  |      |
|      | 2 do                      | 4 00          | 8 00  |      |
|      | 3 lamps, \$1.50, \$3, \$3 |               | 7 40  |      |
|      | 1 lb, twine               |               | 0 75  |      |
|      | 2 heating stoves          | 45 00         | 90 00 |      |
| 11   | 7 lengths pipe            | 0 50          | 8 50  |      |
| . 14 | 4 elbows                  |               | 3 00  |      |
| 1:   | 1 bottle ink              |               | 0 25  |      |
|      |                           | i I-          |       | \$17 |
|      | Fort Walsh.               |               |       |      |
| 14   | 1 8-lb. stove boiler      |               | 9 50  | ·    |
|      | 1 towel                   |               | 0 35  |      |
|      | 1 wash basin              |               | 1 00  |      |
|      | 1 ledger                  |               | 2 50  |      |
|      | ‡ quire legal cap paper   | 10 00         | 2 50  |      |
| 1    | do ruled do               | 9 50          | 2 38  |      |
|      | 1 whip-stock              |               | 0 50  |      |
|      | 1 lariat                  |               | 0 75  |      |
|      | 1 memo. book              |               | 1 50  |      |
|      | <b>8</b> do               | 1 50          | 3 00  |      |
|      | 1 lead pencil             |               | 0 15  |      |
|      | 5 wash tubz               |               | 17 50 |      |
|      | 1 doz. brooms             |               | 4 50  |      |
|      | 8 wash basins             |               | 10 00 |      |
|      | 2 10-quart kettles        |               | 5 00  |      |
|      |                           | 1 <b>40</b> i | 11 20 |      |
|      | 8 water pails             |               |       |      |
|      |                           | 1 50          | 6 00  |      |
|      | 8 water pails             | 1 50          | 8 00  |      |
|      | 8 water pails             | 1 50<br>2 00  |       |      |

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

### GENERAL ACCOUNT-Concluded.

| Vouchers. | Quantity and Description.                                      | Rate.                                                                                        | Amount.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Total.            |
|-----------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 2         | Fort Walsh—Concluded,<br>Carried forward         4 glass lamps | 0 25<br>1 00<br>5 50<br>8 25<br>2 50<br>0 50<br>2 50<br>1 00<br>0 15<br>2 50<br>1 00<br>0 25 | \$         ets.           8         00           1         50           1         00           1         00           3         50           1         00           2         75           4         13           15         00           3         00           15         00           2         90           0         75           0         60           0         2           0         0           2         90           0         2           0         50           2         00           2         200           2         25           2         50 | \$ cts.<br>174 80 |
|           | Total                                                          |                                                                                              | ·····                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$349 81          |

### BUILDING.

| 6  | Fort McLeod.           3 padlocks, \$1.25, \$1.25, \$1.50           1 doz. glazed sash | 9 00<br>0 121 | 4 00<br>48 00<br>9 00<br>4 50<br>15 60<br>0 50<br>3 00 |         |
|----|----------------------------------------------------------------------------------------|---------------|--------------------------------------------------------|---------|
| 14 | Fort Walsh.<br>30 lbs. nails<br>2 door-locks<br>1 gross screws<br>2 doz. emery paper   |               | 2 70<br>5 00<br>1 50<br>0 50                           | \$93 70 |

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## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

|          | CLOTHING.                                         |                                                       |                                                          |                 |
|----------|---------------------------------------------------|-------------------------------------------------------|----------------------------------------------------------|-----------------|
| Vouchers | Quantity and Description.                         | Rate.                                                 | Amount.                                                  | Total.          |
| <u></u>  | Fort McLeod.                                      | \$ cts.                                               | \$ cts.                                                  | \$ cts.         |
| 6        | <ul> <li>2 pair mitts</li></ul>                   | 2 50<br>1 25<br>3 00<br>1 50<br>2 50<br>3 50<br>11 00 | 5 00<br>5 00<br>6 00<br>3 00<br>17 50<br>28 00<br>264 00 |                 |
|          | Fort Walsh.                                       |                                                       |                                                          |                 |
| 2        | 34 pairs moccasins                                | 075                                                   | 25 50<br>13 95                                           |                 |
| 14       | 28 buffalo robes                                  | 5 00                                                  | 140 00                                                   |                 |
| 28       | 10 pairs wool gloves<br>15 buffalo robes<br>18 do | 0 80<br>3 00<br>4 00                                  | 8 00<br>45 00<br>72 00                                   | <b>\$632</b> 05 |

#### REPAYMENT.

| <b>A</b> | Fort McLeod.         |              | · .            |        |
|----------|----------------------|--------------|----------------|--------|
| 6        | 64 lbs. navy tobacco | 1 25<br>1 00 | 80 00<br>68 00 | 143 00 |

### HOSPITAL.

|   | Fort McLeod.                               |      |        |       |    |
|---|--------------------------------------------|------|--------|-------|----|
| 6 | 40 <sup>2</sup> / <sub>4</sub> yds. cotton | 0 25 | •••••• | 10    | 18 |
|   |                                            |      |        | \$153 | 18 |
|   | Approved.                                  |      |        |       |    |

(Signed)

A. G. IRVINE, Assistant Commissioner.

10th February, 1877.

## (189)

To an ADDRESS of the SENATE, dated 21st April, 1879;-For a Statement shewing the names of all persons who received any appointment or engagement, either permanent or temporary, in the Public Service of Canada, whether by Order in Council or by the authority of the head of any Department or of any subordinate officer thereof, between the 10th day of October last and the 1st day of April instant, together with the several dates of the appointments or engagements and the rate of salary or wages in each case; also, the names of all Clerks, Messengers and other employés, if any, who were transferred from temporary to permanent employment in and under the various Departments of the Public Service, between the 10th of October, 1878, and the 1st of April, 1879, and the rates of salary or wages paid to each when employed temporarily and permanently respectively; and also, the names of all persons who resigned or were removed from the Public Service between the above dates, together with the respective dates of such resignations and removals.

By Command,

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 13th May, 1879.

| <b>.</b>                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RETURN shewing the names of all persons who received any appointment, either permanent or temporary, in the Public Service of Canada, between the 10th of October, 1878, and the 1st of April, 1879. |

|                                                          | urks.                                                | cretary to Minister<br>ber, 1878.<br>o<br>ry Clerk and \$600<br>ary<br>retary and \$1,200<br>led.<br>\$300 as Private<br>tered.<br>tered.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|----------------------------------------------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5(8.                                                     | Remarks.                                             | rann<br>ao f Public Works.<br>of Public Works.<br>ao f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a f Public Works.<br>a |
| TA TRE OF WILL' TO                                       | Salary"or Wages.                                     | \$ cts.           300 00 per ann.           300 00 per ann.           500 00 do           6,000 00 do           6,000 00 do           6,000 00 do           1,200 00 do           900 00 do           1,200 00 do           900 00 do           1,900 00 do           1,900 00 do           1,900 00 do           380 00 do           380 00 do           380 00 do           1,900 00 do           1,900 00 do           380 00 do           380 00 do           480 00 do           650 00 per ann.           480 00 do           480 00 do           480 00 do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| The second of October, 1919, and the 180 of April, 1879. | Date of<br>Appointment.                              | 1878.     1878.       184 November.     184 October.       7th November.     134 October.       134 October.     0       144 do     0       15th do     0       15th do     0       15th do     0       15th do     0       15th do     0       15th do     0       15th do     1       15th do     0       15th do     1       15th do     0       15th do     0       15th do     0       15th do     0       15th do     0       15th do     0       13th do     0       14th do     0       11th do     0       12th do     0       13th do     0       13th do     0       13th do     0       13th do     0       14th do     0       14th do     0       15th do     0                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                          | By authority<br>of Order in Council<br>or otherwise. | Orderan     1st November       Orderan     1st November       do     7th November       do     7th November       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A       do     1st A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                          | Appointment,<br>permanent<br>or temporary.           | Permanent<br>do<br>do<br>do<br>do<br>do<br>do<br>e<br>do<br>Permanent<br>Permanent<br>Permanent<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                          | Name.                                                | Angua Baaton                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| do<br>do<br>per diem And travelling expenses.<br>do<br>do<br>do<br>do                                                                                                                                | Kemoved And January, 18/9.                                                             | Removed 9th January, 1879.<br>do                                                                                                                                                                       |                                                           | Removed 1st April, 1879.<br>do 1st February, 1879.<br>do 1st January, 1879.<br>do 1st December, 1878.<br>do do do do do                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 720 00 đo<br>600 00 đo<br>500 00 đo<br>500 00 đo<br>10 00 đo<br>10 00 đo<br>380 00 <del>per ann.</del><br>380 00 <del>per ann.</del><br>380 00 đo<br>60 00 đo<br>60 00 đo                            | 400 00 do                                                                              | 00 do<br>00 per ann<br>50 per diem                                                                                                                                                                     | do<br>do<br>do<br>do<br>per snn.                          | 200 00 do<br>3 29 per diem.                                                                                                                                    |
| 16th November           23rd December           18th do           23rd do           23rd do           23rd do           23rd do           23rd do           11th do                                  | 1879.<br>1st January.<br>1878.<br>14th December                                        |                                                                                                                                                                                                        | 111th do<br>do<br>do<br>1878.<br>4th July<br>181b January | qo<br>qo                                                                                                                                                       |
| <del></del>                                                                                                                                                                                          | Permanent         Order in Council         1879           do         1874         1878 | Jouneil                                                                                                                                                                                                | Jouneil                                                   |                                                                                                                                                                |
|                                                                                                                                                                                                      | Permanent0<br>do                                                                       | do<br>Permanent<br>do<br>do<br>do<br>do<br>do<br>do                                                                                                                                                    | do<br>do<br>do<br>do<br>ermanent                          | Temporary                                                                                                                                                      |
| Btrachan Jones<br>John Moore Bowell.<br>Herbert Stone McDonald<br>George Urites.<br>J. Ham Perry<br>Jaan McBrids.<br>Jaanes McKenzie<br>A. H. Miller<br>A. H. Miller<br>L. Simad<br>John G. McKenzie |                                                                                        | Rev. Robert Jamicson<br>John McGovern.<br>A Thibaudesu<br>Duuglas B. Stewart.<br>Duuglas B. Stewart.<br>M. J. Stenson<br>M. J. Stenson<br>K. T. Kirwan<br>D. McDonald<br>E. G. Pulford<br>L. A. Grison | James O'Conor<br>Edward J. Shelly                         | Lawrence Power<br>Lawrence Power<br>Joseph Dubé<br>F. K. Talbot<br>John Renaan<br>W. M. Rossiter<br>E. H. St. Dennis<br>Emlle Martineau<br>Victor B. Pelletier |

| Natne.                                                 | Appointment,<br>permanent<br>or<br>temporary | By authority<br>of Order in Council<br>or otherwise. | Date of<br>Appointment. | Salary or Wages. | Remarks.                                                    |
|--------------------------------------------------------|----------------------------------------------|------------------------------------------------------|-------------------------|------------------|-------------------------------------------------------------|
| Henry Bubbard                                          |                                              |                                                      | 1879.                   | Sects.           | Removed 21st Nevember, 1878.                                |
| George Lanigan<br>Dr. Uharles DeGuise<br>David Ouellet |                                              |                                                      |                         |                  | do do do<br>do 1st January, 1879.<br>do 7th December, 1878. |
| A. Dagenais<br>Finlay McRae.                           |                                              |                                                      |                         |                  | do 13th do<br>do 13th do<br>do 14th do                      |
| James R. Barry.<br>A. A. Hudon.                        |                                              |                                                      |                         |                  | do 14th do<br>do 31st do                                    |
| Terence Clark                                          |                                              |                                                      |                         |                  | red 11th J<br>red 9th Js                                    |
| L Robson                                               |                                              |                                                      |                         |                  | do do<br>do do                                              |
| Hon. J. W. Gwynne                                      | Permanent                                    | Order in Council                                     | 14th January            | 7,000 00 per ann | do 14th do                                                  |
| B. Dekoy<br>R. Roy                                     |                                              |                                                      |                         |                  |                                                             |
| Helen Gornan                                           |                                              |                                                      |                         |                  |                                                             |
| Margaret Zelinas<br>Dr. Joseph Walker                  |                                              |                                                      |                         |                  | 15th J                                                      |
| John Brennan.<br>Oommander Lavoie                      | Permanent.                                   | Order in Council                                     | lõth January            | 500 00 per ann   | do 17th do                                                  |
| T. M. Porteous                                         | Permanent                                    | Order in Council                                     | 17th January            | 400 00 per ann   | 17th                                                        |
| Pierre Cartier<br>Regis Cardinal                       | đo                                           | do                                                   | lsth December           | 1,100 00 do      | do 18th December, 1878.                                     |
| Joseph L. Daoust                                       | Permanent                                    | Order in Council                                     | 18th December           | 800 00 per ann   |                                                             |
| Jules Quesnel.                                         | do                                           | op                                                   |                         | 600 00 do        |                                                             |

| Appointment canceiled 25th Jan., '79                                                                 | Remored, 25th January, 1879.<br>Services dispensed with 31st Jan., 1879.                                                                                                                                                                 | Bervices dispensed with 31st Jan., 1879.<br>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | do<br>do<br>Removed 8th February, 1879<br>Fant<br>Go<br>Resigned 11th February, 1879.<br>Fant<br>Resigned 11th February, 1879.<br>Services dispensed with 28th Feb., '79.<br>Co<br>do<br>do                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 400 00 per ann.<br>1 50 per diem.<br>1 50 do<br>2 00 do<br>1 56 do                                   | 1 50 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0                                                                                                                                                                                                 | 50 do<br>00 do<br>550 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 re<br>80 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>60 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do<br>80 do | 1,200 00 do<br>300 00 do<br>800 00 do<br>1,400 00 per ann.<br>350 00 per ann.<br>350 00 per ann.<br>480 00 do<br>480 00 do<br>480 00 do                                                                                                                                                                                                                 |
| 25th January<br>do<br>do<br>do<br>do<br>do<br>do                                                     | January<br>do do<br>do do<br>do<br>do<br>do<br>do<br>do                                                                                                                                                                                  | do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>d                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | lat marcn                                                                                                                                                                                                                                                                                                                                               |
| Order in Council                                                                                     | Jounci                                                                                                                                                                                                                                   | Jouneil.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | do     lat martar       do     do       do     do       Order in Council     lith February       Order in Council     lith February       Order in Council     lith February       Order in Council     lith February       Order in Council     lith February       Order in Council     lith February       od     do       do     do       do     do |
| orary<br>o<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b<br>b |                                                                                                                                                                                                                                          | do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>do<br>Permanent                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                         |
| Thomas Whalen                                                                                        | R. Deviu.<br>R. Deviu.<br>A. Lusignan.<br>G. R. Hall<br>G. R. Hall<br>G. Baunel<br>J. P. Taylor<br>J. C. Beatty<br>J. C. Beatty<br>C. B. Gallway<br>J. C. Beatty<br>C. B. Gallway<br>J. C. Beatty<br>J. C. Beatty<br>C. B. Anderson, Jr. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Joseph A. Hamel                                                                                                                                                                                                                                                                                                                                         |

|                                | :                                             | of Canada, &                                         | of Canada, &c.—Concluded.                                                                                                                                             |                                                       | of Canada, &cConcluded.                                                                          |
|--------------------------------|-----------------------------------------------|------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Иаше.                          | Appointment,<br>permanent<br>or<br>temporary. | By authority<br>of Order in Council<br>or otherwise. | Date of<br>Appointment.                                                                                                                                               | Salary or Wages.                                      | Remarks.                                                                                         |
| George Lacombe                 | Permanent                                     | a Council                                            | 12th February                                                                                                                                                         | \$ cta.<br>480 00 per ann                             | Resigned office of Indian Agent, 12th                                                            |
| George Newcombe                | *****                                         | Order in Council                                     | 12th February                                                                                                                                                         |                                                       | February, 1879.<br>Transferred from temporary to perma-                                          |
| Angus McKay                    | ep<br>op<br>op<br>op                          | do<br>do<br>do<br>do<br>do                           | do<br>do<br>do<br>do                                                                                                                                                  | 1,000 00 per ann<br>1,200 00 do                       | Appointment ; \$50 per annum; \$200 per ann.<br>Appointment confirmed.<br>Appointment confirmed. |
| John Cotton<br>D. V. Pelletier | Permanent                                     | Permanent Order in Council.                          | 17th February                                                                                                                                                         | 800 00 per ann                                        |                                                                                                  |
| Renber Mirsel                  | Permanent                                     | Order in Council                                     | 24th F                                                                                                                                                                | 3,000 00 do                                           | do 17th do 779.                                                                                  |
| H. J. Hubertus                 | áo                                            | do                                                   | 1878.<br>7th October<br>1879.                                                                                                                                         | 700 00 do                                             |                                                                                                  |
| Forshaw Day                    | දිවි පි පි පි පි පි පි පි පි පි පි පි පි පි   |                                                      | 3rd March         do           do         do         do           fth         do         do           12th         do         do           17th         do         do | 8888888                                               |                                                                                                  |
|                                | Permasent                                     | do<br>Order in Council<br>do<br>do                   | lst April<br>23rd March<br>do<br>do                                                                                                                                   | 300 00 do<br>480 00 per ant<br>300 00 do<br>200 00 do | do<br>Appointment cancelled 1st April, 79.<br>r anu<br>do                                        |
| Robert Carr Harris             | Permanent                                     | Jobn Eyra                                            | 23rd March                                                                                                                                                            | 2,500 00 per snn                                      | 2,500 00 per ann [For first year, and \$2,700 afterwards.]                                       |

42 Victoria.

## Sessional Papers (No. 189.)

|                               | do do do do do do 181 May, 1619. |                                     |                             |       |                 |                 |               |                |                |             |              |                                           |      |                   |        |                  |            |               |              |           |            |             |              |             |   |
|-------------------------------|----------------------------------|-------------------------------------|-----------------------------|-------|-----------------|-----------------|---------------|----------------|----------------|-------------|--------------|-------------------------------------------|------|-------------------|--------|------------------|------------|---------------|--------------|-----------|------------|-------------|--------------|-------------|---|
| do<br>do                      | 00 per ann                       | r diem                              | 00 do 00                    | ÷     | do              |                 |               |                |                |             | op           | do                                        | do   | do                |        |                  |            |               |              | do        |            | do          |              | -           |   |
| 1,200 00<br>3, <b>0</b> 00 00 | 360 00 per ann                   | 1 50 pe                             | 889<br>887                  | 00 T  | 2 00            | 2 00            | 1 20          |                |                | <b>2</b> 00 | 1 50         | 1 50                                      | 1 50 | 1 50              |        |                  |            |               |              |           |            | 1 50        | 2 00         | 2 00        |   |
| do                            |                                  | By Head of Department. 7th November | 27th december               | 1879. | 11th January    | th do           | Tohnorr       | 12th do        | qo             | op          |              |                                           |      |                   | oth do | 18. 40           | 4 UL MALCI | 17th March    |              | op        | qo         | do          | lst April    | 26th March  |   |
|                               | Order in Council 26              | Department                          | do 19th<br>do 27th          |       | :               | :               | 181 181       |                |                | do 17th     |              | :                                         | :    | :                 | :      | -                | :          | :             |              |           |            | do'         |              | do 26       | - |
| đo<br>đo                      | Order in Co                      | By Head of                          | ****                        | 3     | þ               | Ū1              | 9-6           | 5.0            | ð              | פי          | יסי          | <del>م</del>                              | σ,   | Ð,                | 01     | 37               | 57         | 5.0           | 57           |           |            | đ           | ש            | đ           |   |
|                               | Permanent                        | orary                               |                             |       |                 |                 |               |                |                |             |              |                                           |      |                   | •••••  | ***** 1.78884444 |            |               |              |           |            |             |              |             | - |
| ซีซี                          | Permanen                         | Tomporar                            | 000                         | 2     |                 | ę               |               |                |                | ej.         |              | 9 g                                       |      |                   | 99     |                  |            |               |              |           | qo         | qo          | qo           | qo          |   |
| John Cox                      | G. C. Cunningham                 | James Backett                       | P. Cartier<br>W. F. Contier |       | N. G. D'Auteuil | J. G. McDonald. | L. J. Griffin | W. H. Pambrus. | G. De La Porte | H. Tourigny | V. A. Delvje | T D D. D. D. D. D. D. D. D. D. D. D. D. D |      | T D D. L. M. BOR. | je     | W Wiser          | F. MacKay  | L. B. Ournfel | J. Charmard. | A. Boldue | N. O. Coté | C. Fournier | O. Rousseau. | J. Fontaine |   |

## (190)

To an ADDRESS of the SENATE, dated 8th May, 1879;—For all correspondence between the Government of Canada and the Commissioners of the Indian Reserves in British Columbia.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 13th May, 1879.

# RETURN

## (191)

To an ORDER of the HOUSE OF COMMONS, dated 5th May, 1879;—For copies of all papers, reports and accounts connected with the purchase, repairs and sea-worthiness of the Steamer "Glendon."

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

# CORRESPONDENCE

## (192)

Respecting the Rivière du Loup Branch of the Grand Trunk Railway laid on the Table of the House of Commons by the Honorable the Minister of Public Works.

(No. 19,006.)

## DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS, OTTAWA, February 4th, 1879.

SIR,—I have the honor to report that my estimate of the cost of constructing a line of railway from Rivière du Loup to Chaudière Junction, a distance of 118 miles, is \$1,534,000, the road to be provided with steel rails and iron bridges and to be first class in every respect.

Based upon my inspection of the Rivière du Loup Branch of the Grand Trunk Railway made in July, 1876, at present prices I estimate the cost of repairs at \$507,200; it must, however, be borne in mind that a heavy traffic has been passing over the line the last two years and a-half, during which period the maintenance of the line appears to have been very much neglected.

I have the honor to be, Sir,

Your obedient servant,

(Signed) COLLINGWOOD SCHREIBER.

F. BRAUN, Esq.,

Secretary Department Public Works.

4th February, 1879.

ESTIMATED Cost of repairing the Rivière du Loup Branch of the Grand Trunk Railway based upon my report of the 4th August, 1876, and present prices.

| Repairs to embankments                             | \$1.000 | 00 |
|----------------------------------------------------|---------|----|
| do bridges                                         |         |    |
| Repairs and renewals of culverts and cattle-guards | 8,000   | 60 |
| Snow and other fencing.                            |         | 00 |
| Rails and fastenings                               |         | 00 |
| Sleepers                                           | 6,000   |    |
| Ballasting                                         | 42,000  | 00 |
| Increase of siding account                         | 8,200   | 00 |
| Coal sheds and trestles                            |         | 00 |
| Total cost of repairs                              | 407 200 | 00 |
| Less value of old rails                            | 105,000 | 00 |
|                                                    |         |    |
|                                                    | 302,200 |    |
|                                                    |         |    |

Nore.—It must be borne in mind that the inspection was made two and a-half years ago, and that very little has been done towards maintaining the road during that period.

(Signed)

COLLINGWOOD SCHREIBER.

#### 4th February, 1879.

**ESTIMATED** Cost of constructing a Line of Railway from Rivière du Loup to Chaudière Junction with gradients and curvature similar to the present line, but with the road-bed elevated only about from 9 inches to a foot above the surface of the long stretches of flat country.

| Description.                  | How<br>rated.   | Quantity.   | Rate.   | Amount.                 |
|-------------------------------|-----------------|-------------|---------|-------------------------|
| Clearing and grubbing         | Aores           |             | \$ cts. | <b>\$ cts.</b><br>20 00 |
| Land and damages              |                 |             |         | 875 00                  |
| Fencing and gates             | Rods            | 640         | 1 10    | 704 00                  |
| Grading (including crossings) | O. yards        | 12,000      | 0 20    | 2,400 00                |
| Masonry and foundations       | do              | 300         | 10 00   | 3,000 00<br>600 00      |
| Ballasting                    | C. vards        | 3,000       | 0 30    | 900 00                  |
| Sleepers                      | Number          | 2,400       | 0 20    | 480 00                  |
| Steel rails and fastenings    | Tons            | ! 96        | 30 00   | 2,880 00                |
| Station buildings             | ******** ** *** |             |         | 600 00                  |
| Switches                      | ****** ******** |             |         | 20 00                   |
| Engineering and management    | ·····           |             |         | 521 00                  |
| Estimated cost per mile       | ** *** *******  | ** ******** | •••••   | 13,000 00               |

Per mile of Railway.

Say 118 miles at \$13,000=\$1,534,000.

(Signed)

COLLINGWOOD SCHREIBER.

## GRAND TRUNK RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE,

### MONTREAL, 2nd April, 1879.

SIR,—I regret that I have not been earlier in a position to comply with the request you made to me when I last had the pleasure of seeing you in Ottawa. You are probably aware that I had the misfortune a few days ago to meet with an accident which has confined me to my room for upwards of a fortnight.

In letters which are already before the Government, the Grand Trunk Company have offered to sell the Rivière du Loup portion of their road, that is the portion from Chaudière Junction to Rivière du Loup, including, of coarse, all sidings, buildings, lands and tracks, for the sum of five hundred thousand pounds sterling (£500,000).

The distance is  $118\frac{1}{2}$  miles.

The directors of the company contemplated under the arrangement with the Government, that all traffic exchanged between the two systems of railway would be turned over from the one to the other at Chaudière Junction. You have intimated to me that the Government desire to make an arrangement by which the trains of the Intercolonial can be run to and from Point Lévis, over the Grand Trunk Company's Railway, to and from Chaudière Junction, and have the use of terminal facilities at Quebec and Point Lévis, and the use of the Grand Trunk Ferry.

I have now to submit terms on which the Company are willing to afford such facilities and accommodation.

You are probably well aware that the piece of railway in question was built at great cost; and that it and the terminal facilities have entailed a very large expenditure upon the Company.

There are two methods by which an agreement could be reached, either of which would be satisfactory to the Company.

The one is: that interest at the rate of six per cent. per annum should be charged upon the value of the line and works, including all buildings, wharfage, appliances, &c., belonging to the Grand Trunk Company between Chaudière Junction and Point Lévis, inclusive of the property in the ferry and in the terminus at Quebec.

That the cost of maintaining and working the railway between Chaudière Junction and Point Lévis, all works connected therewith, buildings, signals, switches, wharfage, bridges, pontoons, engine-sheds, ferry-boats, wharves, warehouses, &c., both at Quebec and Point Lévis, be also charged.

That the wages of the staff employed, with the cost of handling traffic of all descriptions, insurance, taxes, claims, stationery, stores, fuel, lights and all other charges incidental to the working of the railway, the ferry and the terminal facilities at Point Lévis and Quebec, engine-sheds, &c., be also charged.

That the total amount of the whole of the charges, as indicated in the preceding clauses, be divided between the Intercolonial and Grand Trunk Companies in the proportion of the number of trains and engines run over the line between Chaudière Junction and Point Lévis.

That the capital necessary to supply any additional accommodation required, whether at Point Lévis or Quebec, or on the line between Chaudière Junction and. Point Lévis, be found by the Government, and that interest upon it at the rate of six per cent. be charged in the total expenditure connected with the working of the line, such expenditure only to be incurred after mutual agreement as to its necessity.

That such terminal facilities as may be necessary at Chaudière Junction, be provided by the Government.

That inasmuch as the space available for working the traffic at the termini of Point Lévis and Quebec is limited, the control of the trains and the traffic should remain under the charge of the Grand Trunk Company, but the Government, if they should see fit, might appoint an agent or superintendent to see that the business of the Intercolonial was satisfactorily done, and the salary of such agent or superintendent should form part of the total cost of working the traffic. Under this arrangement, of course, the engines and trains of the Intercolonial would run to and from Point Lévis, and the engines would have the use of the present engine-shed accommodation of the Grand Trunk Company.

The rates for all traffic to and from Quebec and Point Lévis, passing over the Intercolonial Line, to be those supplied by the superintendent of the Intercolonial Railway, which rates would be acted upon by the employees of the Grand Trunk Company, in dealing with the business of the Intercolonial Line; and further, all returns and accounts of the business of the Intercolonial Railway at Quebec and Point Lévis required by the superintendent or officer in charge of that line, would be furnished by the agent of the Grand Trunk Company at such time and in such manner as might be directed.

The other arrangement to which I have referred is this :--

That the traffie of the Intercolonial to and from Point Lévis or Quebec, exchanged with the Grand Trunk Company at the Chaudière Junction, be worked by the latter at a fixed rate por ton and per passenger train, the engines of the Intercolonial Railway not proceeding beyond the Junction, the trains being worked as between the Junction and Point Lévis, by the engines and staff of the Grand Trunk Company.

I may observe that the company would not object to name a fixed sum for the business of the Intercolonial railway, say for a period of three years, to be increased at the end of that period as the traffic of the line became developed.

If you should prefer this plan, I shall be prepared to name the amount at which the company would work the traffic of the Intercolonial, as between the Junction and the terminus at Point Lévis, either by their own engines or staff, or by the engines and staff of the Intercolonial, the work in and about the terminus, however, whether at Point Lévis or Quebec, being performed by and under the charge of the employees of this company.

As regards through traffic, that is traffic to and from the Grand Trunk system and the Intercolonial, it would be interchanged at Chaudière Junction, and the company are willing to enter into an arrangement, in respect of it, to the effect that the charges for its transportation over their railway shall not be higher per ton per mile, or per passenger per mile, than their charges in respect of passengers and freight of the same class to and from the same places on their railway west of Richmond, sent by any other route to and from the cities of St. John and Halifax, in the Provinces of New Brunswick and Nova Scotia respectively.

These suggestions are predicated on the assumption that there will be an efficient through service of trains both for freight and passengers, and that such trains will make convenient and close connections at the Junction at Chaudière, so as to develop to the fullest extent the business to be interchanged between the two systems of railway.

I have the honor to be, Sir,

Your obedient servant,

(Signed) J. HICKSON,

General Manager.

The Hon. CHARLES TUPPER, C.B., Minister of Public Works, Ottawa.

> Department of Public Works, Government Railways, Ottawa, 11th April, 1879.

SIE,—Mr. Hickson's letter of the 2nd instant, upon the subject of his offer of sale of the Rivière du Loup Branch of the Grand Trunk Railway, and submitting terms upon which the Grand Trunk Railway Company are willing to afford the In tercolonial Railway traffic facilities between Chaudière Junction and Quebec, having been referred to me, I have the honor to report that, in my opinion, the price which the Grand Trunk Railway Company have placed upon the Rivière du Loup Branch, viz., \$2,433,335, is very much in excess of the value of the property.

On the 4th February last I estimated the cost of constructing a new line of railway (to be laid with steel rails) between Rivière du Loup and Chaudière Junction, 118 miles in length, at \$1,534,000, and at the same date I submitted an estimate of the cost of the necessary repairs to the Rivière du Loup Branch (based upon my inspection of the road in 1876) at \$302,200 if this principle is adopted. In arriving at the value of the Rivière du Loup Branch, it might be said to be worth \$1,238,800; but if on the other hand its value was to be worked out, based on its annual net earnings it would no doubt prove to be of no value.

For affording the Intercolonial Railway traffic facilities between Chaudière Junction and Quebec, Mr. Hickson submits two propositions, either of which, he states, would be satisfactory to the Grand Trunk Railway Company.

The first is that a charge of six per cent. interest should be made on all the Grand Trunk Railway Company road works and property, between Chaudière Junction and Quebec, except the engines and cars; also upon the annual cost of working the traffic and maintaining the road and works, as well as upon the cost of all increased accommodation that may be made at Point Lévis, Quebec, or any other point along the line (the cost of which he says shall be defrayed by the Government); that this charge of six per cent. interest shall be divided between the Intercolonial Railway and Grand Trunk Company in the proportion of the number of engines and trains run over the line between Chaudière Junction and Point Lévis by each Railway.

In consideration of this rental, he proposes that the Intercolonial Railway shall make its own rates for traffic going over the Rivière du Loup Branch, run its own engines and cars over the Grand Trunk Railway between Chaudière Junction and Point Lévis, have the use of the Grand Trunk ferry and engine-house, but that inasmuch as the space available for working the traffic at the terminus of Point Lévis and Quebec is limited, the Grand Trunk Railway Company shall control the trains and traffic.

This offer, as a whole, does not commend itself favorably to me, but I think the basis of the proposition is not unreasonable, viz., that each road shall bear a proportionate rate of rental on the plan suggested by Mr. Hickson according to the number of trains it runs over the line between Chaudière Junction and Point Lévis; but it is imperative the Intercolonial Railway should have some freedom in conducting its business; in fact, according to the business each railway does over this section of road so in proportion should the facilities be given to them both, as regards the use of the road and other property, including the ferry-boat, which should be employed in the interest of the traffic of both lines, the boat being made to ply when necessary between Point Lévis and any other railway or boat with which the railways or either of them propose to do business. If these details are arranged, and it is decided to run down to Point Lévis, an agreement no doubt could be had satisfactory to both parties.

The second proposition is that the Grand Trunk Railway Company should work the traffic to and from the Intercolonial Railway between Chaudière Junction and Point Lévis, at a fixed price per ton for freight, and per passenger or passenger train, the engines of the Intercolonial Railway not proceeding beyond the Junction, or if preferred, a fixed price could be made; the engines and train of the Intercolonial Railway proceeding direct through to Point Lévis, under the supervision and control of the Grand Trunk Railway officials.

The desirability or otherwise of such an arrangement depends very largely upon the facilities and despatch given to the Intercolonial Railway business by the Grand Trunk Railway Company, and the charge that they may make for the service.

Before taking action on either of Mr. Hickson's propositions, I would recommend that a survey of a line be made from the Rivière du Loup Branch to Point Lévis in order to ascertain the cost of approaching Quebec by an independent line, As regards the traffic from and to the west, the charges for its transportation over the Grand Trunk Railway certainly should not exceed the rate per ton per mile or per passenger per mile, that is charged for passenger and freight of the same class to Portland.

I have the honor to be, Sir,

Your obedient servant,

(Signed) COLLINGWOOD SCHREIBER,

Chief Engineer of Government Railways.

#### Details of Deductions.

| Repairs to embankments<br>do bridges<br>Repairs and renewals to culverts and cattle guards                                     | ,   | 1,000<br>6,000<br>8,000    | 00 |
|--------------------------------------------------------------------------------------------------------------------------------|-----|----------------------------|----|
| New snow fences \$7,000; other fences \$3,000<br>Steel rails and fastenings 115 <sup>1</sup> / <sub>2</sub> miles, 92 tons per |     | 10,000                     |    |
| mile, at \$30                                                                                                                  | . 3 | 18,000                     | 00 |
| Sleepers renewals                                                                                                              |     | 6,000                      |    |
| Ballasting                                                                                                                     | •   | <b>4</b> 2, <b>0</b> 00    |    |
| Increase of siding accomodation                                                                                                | ,   | 8,200                      |    |
| Coal sheds and trestles                                                                                                        |     | 8,000                      | 00 |
| Less value of old rails                                                                                                        | 10  | 07,200<br>05,000<br>02,200 | 00 |
| Total cost of a new road 118 miles                                                                                             |     | 34,000<br>)7,200           |    |
| For second result add                                                                                                          |     | 26,800<br>05,000           |    |
|                                                                                                                                | -   | 31,800                     |    |
|                                                                                                                                |     |                            |    |

(Signed)

COLLINGWOOD SCHREIBER.

### DEPARTMENT OF PUBLIC WORKS,

GOVERNMENT RAILWAYS,

OTTAWA, 18th April, 1879.

SIR,—Since my report to you on the 11th inst. I have further considered the question of the Government acquiring the Rivière du Loup Branch of the Grand Trunk Railway, and securing traffic facilities over that section of the Grand Trunk Railway between Chaudière Junction and Point Lévis, and I am disposed to think that the purchase of the Rivière du Loup Branch should be made to embody free running powers over the section of the Grand Trunk Railway between Chaudière Junction and Point Lévis; and that the Government should procure a property at Point Lévis for terminal purposes independent of the Grand Trunk Railway Company.

Such an arrangement as I have suggested I am of opinion would be the most satisfactory in the interest of the traffic of the Intercolonial Railway.

I am

Your obedient servant,

(Signed) COLLINGWOOD SCHREIBER,

Chief Engineer of Government Rillways.

F. BRAUN, Esq.,

Secretary Department of Public Works.

## DEPARTMENT OF PUBLIC WORKS, GOVERNMENT RAILWAYS,

OTTAWA, 3rd May, 1879.

SIR,—Having been instructed to prepare and submit to the Department without delay an estimate of the value of the Rivière du Loup branch of the Grand Trunk Railway (exclusive of the old iron rails in the main track and gravel pit sidings), and also of the section of the Grand Trunk Railway between Chaudière Junction and the first bridge east of Hadlow Station ground.

I have the honor to report that the estimate of this branch which I am about to submit is prepared from notes taken by me during a careful inspection of this work in the summer of 1876, and from information recently obtained of the actual amount of ballasting and other improvements done since that date; upon this data I believe I have been enabled to arrive at a pretty accurate estimate of its value, including the entire property of the Grand Trunk Railway in and upon this branch line except the old iron rails in the main track and in the ballast-pit sidings, the station furniture, stores, fuel, and the workmen's tools. My valuation, which is given in detail, is attached hereto; it amounts to \$1,502,976.

The section of the road between Chaudière Junction and Hadlow is of a very different nature; the excavation is comprised largely of rock of a very hard character; the work is heavy and expensive; and the water lot and station ground at Hadlow is a valuable property. I should consider this section of the road, with the station ground, worth about \$200,000. This makes a total value of \$1,702,976, which price is intended to cover the entire roadway between Rivière du Loup and Hadlow, about 125 miles in length, including the roadway, lands, water lots, buildings, water services, stationary engines, machinery and all other property of the Grand Trunk Railway between Rivière du Loup and the first bridge east of Hadlow Station, except the old iron rails and chains on the main track and gravel-pit sidings of the Rivière du Loup Branch, station furniture, stores and fuel, section men's tools and rolling stock.

The fact must not be lost sight of that the Grand Trunk Railway Company will require running powers over the section of road between Chaudière Junction and Hadlow to reach their terminus at Lévis, and although the purchase by the Government of the Hadlow station and water lot would give them facilities for having an independent terminus on the St. Lawrence, opposite Quebec, nevertheless it is very important that the Government should acquire running powers over the Grand Trunk Line, east of Hadlow, to and past the Lévis Station and have the use of the Lévis station, yard, buildings, wharf, ferry and station at Quebec, and I would suggest that running powers free of charge be granted to the Grand Trunk Railway upon consideration of their granting the Government running powers over and through their line, east of Hadlow, and the use of the Lévis station, yard, &c., free of charge, the actual cost of handling the Intercolonial business at the Lévis Station only being charged for, of course the Grand Trunk trains in passing between Chaudière Junction and Hadlow would be run under the regulations of the Government authorities, in the same manner that the Government trains, east of Hadlow, would be under the

regulations of the Grand Trunk Railway authorities, and it should also form part of this arrangement that the charges for transport of traffic from and to the west in connection with the Intercolonial Railway over the Grand Trunk Railway, shall not exceed the rate per ton per mile, or per passenger per mile, that is charged for passenger or freight of the same class to Portland.

I have the honor to be, Sir,

Your obedient Servant,

(Signed)

Chief Engineer, Government Railways.

COLLINGWOOD SCHREIBER,

F. BRAUN, Esq.,

Secretary, Department of Public Works.

APPROXIMATE ESTIMATE of the cost of a new line of railway from Rivière du Loup to the Chaudière Junction, with gradient and curvature similar to that upon the Rivière du Loup Branch of the Grand Trunk Railway, and with the embankments elevated above the ground surface to the same extent as is done upon the said Branch, the road with the western limb being 119 miles long.

| Per Mile, | Description of Work.                | Amoun     | t.   | Tota      | 1.   |
|-----------|-------------------------------------|-----------|------|-----------|------|
| \$] cts   |                                     | \$        | cts. | <br>\$    | cts. |
| 875 00    | Tand and dama and                   | 104 105   |      | -         |      |
| 20 00     |                                     | 104,125   |      |           |      |
| 704 00    |                                     | 83,776    |      |           |      |
| 90 00     |                                     | 10,710    |      |           |      |
| 3,400 00  | Grading                             | 404,600   |      |           |      |
| 3,000 00  |                                     | 357,000   |      |           |      |
| 150 00    |                                     | 17,850    |      |           |      |
| 820 00    |                                     | 97,580    |      |           |      |
| 300 00    |                                     | 35,700    |      |           |      |
| 600 00    |                                     | 71,400    | 00   |           |      |
|           |                                     | 1,185,121 |      |           |      |
| 500 00    | Contingencies, &c                   | 59,500    | 00   | 1 044 00  | 1 00 |
| 2.760 00  | Steel rails and fastenings          | 328,440   | 00   | 1,244,62  | 1 00 |
| 609 00    |                                     | 71,400    |      |           |      |
|           | Ballasting                          | 107,100   |      |           |      |
| 90 00     |                                     | 10,710    |      |           |      |
| 25 00     |                                     | 2,975     |      |           |      |
| 700 00    | Engineering and management          | 83,300    |      |           |      |
| 90 00     | 5,000 feet of snow sheds and fences | 10,710    |      |           |      |
| 15,624 00 |                                     |           |      | 614,63    | 5 00 |
| ,         |                                     |           | i    | 1,859,250 | 5 00 |

COLLINGWOOD SCHREIBER.

OTTAWA, 3rd May, 1879.

8

(Signed)

APPROXIMATE ESTIMATE of the Value of the Section of the Grand Trunk Railway. between Rivière du Loup and the first Bridge east of the Hadlow Engine House; total length, including the western limb of the Branch, 125 miles.

|                                                                                                                              | Amount.              | Total.         |
|------------------------------------------------------------------------------------------------------------------------------|----------------------|----------------|
|                                                                                                                              | <b>\$</b> cts.       | <b>\$</b> cta. |
| Estimate cost of building a railway from Rivière du Loup to Chaudière<br>Junction, 119 miles                                 | 1,859,256 <b>0</b> 0 |                |
|                                                                                                                              | 356,280 00           | 1,502,976 00   |
| Estimated value of the section of road between Chandière Junction and<br>east end of Hadlow, including station and water lot | 200,000 00           | 200,000 00     |
|                                                                                                                              |                      | 1,702,976 00   |

(Signed)

COLLINGWOOD SCHREIBER.

OTTAWA, 3rd May, 1879.

DEPARTMENT OF PUBLIC WORKS. GOVERNMENT RAILWAYS, OTTAWA, May 3rd, 1879.

SIB,-I have this day made a revised valuation of the Rivière du Loup Branch of the Grand Trunk Railway, and as the result differs materially from my previous report, I desire to make a few explanatory observations.

In both these estimates the value is based upon the cost of constructing a new road and debiting it with the estimated cost of repairing the old one.

In my first estimate, dated (No. 19,006) 4th February last, my calculations are based upon the cost of a new road with gradients, curvature and works of construction of a similar character to the old road, except that the road-bed was designed to be elevated from about nine inches to a foot above the general surface of the long stretches of flat country traversed by the road, such a new road I estimated to cost \$13,000 per mile; this appears low, but my estimate is strengthened by the fact that reliable contractors are prepared to enter into engagements to build the road for that sum per mile; this I debited with the amount of my estimate of the cost of repairs to the old line in the summer of 1876.

After discussing the matter with Mr. Shanly, I this day submitted an estimate based on a road-bed about three feet above the general surface of the country, similar to the existing road, with an amount added for contingencies to meet his objection that contractors invariably advance extra claims in settlement of their contract.

An estimate prepared on this basis with a few other slight modifications produces a rate per mile of \$15,624, and in debiting this with the cost of repairs to the 192-2

old road, I have deducted from my estimate of 1876, the work, which I have ascertained has since been done, and also the cost of coal, trestles, sheds, snow-fences and extension of sidings which do not appear in my estimate of the cost of a new road, but which will be needed for the traffic of the Intercolonial Railway, and will have to be provided.

The foregoing are the facts; it is, of course, not for me to detormine which estimate shall be adopted, at the same time I am prepared to admit that the higher elevation of the road-bed is more in accord with the construction of the old road, and that it is a benefit in operating the traffic in a snowy region, such as is traversed by the Rivière du Loup Branch.

| My estimate of the cost of a new road on the low level,<br>including the western limb at Chaudière Junction,<br>119 miles at \$13,000 |           |
|---------------------------------------------------------------------------------------------------------------------------------------|-----------|
| My estimate of the cost of a new road on the high level,<br>including the western limb at Chaudière Junction,                         |           |
| 119 miles at \$15,624                                                                                                                 | 1,859,256 |
| Difference                                                                                                                            | \$312,256 |
|                                                                                                                                       |           |

I should here explain that neither of these estimates are made upon information obtained from actual survey, but they are prepared from memoranda of observations taken by me during my tour of inspection in 1876; but inasmuch as reliable contractors are prepared to enter into a contract for the lower level road at my estimate, I think the figures may be assumed to be approximately correct.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

Chief Engineer of Govt. Railways.

COLLINGWOOD SCHREIBER,

F. BRAUN, Esq.,

Secretary Department of Public Works.

### OTTAWA, 3rd May, 1879.

SIR,—I have the honor to acknowledge receipt of your letter of this date enclosing Mr. Schreiber's report on the Riviére du Loup Branch of the Grand Trund Railway and conveying the desire of the Honorable the Minister of Public Works to have my opinion on the value of the line, &c., &c.

Mr. Schreiber divides the portion of the Grand Trunk Railway which the Government contemplates purchasing into two parts :---

| 1. | Chaudière | Junction | to | Riviére | du | Loup119 miles.                    |
|----|-----------|----------|----|---------|----|-----------------------------------|
|    |           |          |    |         |    | and the state of a second to be a |

2. Chaudière Junction to Hadlow including the terminus

| and water lot at the last point            | 1 miles. |
|--------------------------------------------|----------|
| He estimates the first-named part as worth |          |
|                                            | 200,000  |
| <b>F</b>                                   |          |

42 Victoria.

I do not concur in the foregoing estimate and ground my own opinions of value upon an intimate knowledge of the line in all its parts.

| The 119 miles I consider to be worth                                                              | 1,752,000 |
|---------------------------------------------------------------------------------------------------|-----------|
| The 6 <sup>1</sup> / <sub>4</sub> miles with the Hadlow property I put at a least<br>valuation of | 350,000   |
| Making a total of\$                                                                               |           |
| Against Mr. Schreiber's                                                                           | 1,702,976 |

It is also my opinion that a new line between the same terminal points and of the same structural character could not now be built, and brought to the same condition of permanency and stability in which the Rivière du Loup line is to-day, for less than the sum of my estimate. To construct a new line of equal structural character to the Intercolonial Railway will cost no less than I estimate to be the value of the Rivière du Loup Branch of the Grand Trunk Railway, namely, \$ ,100,000.

Neither in Mr. Schreiber's estimate or in mine is account taken of the item of rails and fastenings; it being understood that the old iron rails now in the track are not to be included in the contemplated purchase of the railway by the Government.

I coincide in Mr. Schreiber's views for the interchange of carrying facilities over the portions of the road to be owned respectively by the Government and the Grand Trunk Railway Company between Chaudière Junction and Point Lévis, including transit between the last-named place and Quebec.

I have the honor to be, Sir,

Your obedient servant,

W. SHANLY. (Signed)

F. BRAUN, Esq.,

Secretary of Public Works, Ottawa.

#### OTTAWA, May 5th, 1879.

#### (Memorandum.)

The undersigned represents that the successful operation of the Intercolonial

Railway depends in a great measure upon its western connection. That the portion of the Grand Trunk Railway from Chaudière Junction to Rivière du Loup and known as the Rivière du Loup Branch, is in such a delapidated condition as to impair very materially the traffic of the Intercolonial, and unless placed in proper repair at an early date will make it impossible for the Intercolonial to compete with other lines for western through traffic, and will defeat the object which the Government had in view in expending large sums of money in extending the Intercolonial Railway into the City of Halifax, and improving the shipping facilities on that terminus at Richmond.

That it is also very important to the traffic of the "Intercolonial" that a water terminus should be had on the River St. Lawrence.

That the Grand Trunk Bailway submitted on the 2nd ultimo, a proposal to sell that portion of the line between Rivière du Loup and Chaudière Junction for the sum of £500,000 or \$2,433,335, and have in addition submitted two proposals for facilitating the traffic of the Intercolonial Railway over that portion of their line and ferry from Chaudière Junction to Point Lévis and Quebec.

That in anticipation of the contemplated purchase of the line from Rivière du Loup to the waters of the St. Lawrence at Hadlow, the Chief Engineer of the Government Railways in operation, prepared a report setting forth that, "having been instructed to prepare and submit to the Department, without delay, an estimate of the value of the Rivière du Loup Branch of the Grand Trunk Railway, (exclusive of the value of the old iron rails in the main track and gravel-pit sidings), and also of the section of the Grand Trunk Railway between Chaudière Junction and the first bridge east of the Hadlow station ground.

"I have the honor to report that the estimate of this branch, which I am about to submit, is prepared from the notes taken by me during a careful inspection of this work in the summer of 1876, and from the information recently obtained of the actual amount of ballasting and other improvements done since that date; upon this data I believe I have been able to arrive at a pretty accurate estimate of its value, including the entire property of the Grand Trunk Railway in and upon this branch line, except the old iron rails in the main track and in the ballast-pit sidings, the station furniture, stores, fuel, and the workmen's tools. My valuation, which is given in detail, is attached thereto; it amounts to \$1,502,976.

"The section of road between Chaudiere Junction and Hadlow is of a very different nature, the excavation is comprised largely of rock of a very hard character, the work is heavy and expensive and the water lot and station ground at Hadlow is a valuable property. I should consider this section of the road with the station ground worth about \$20,000, this makes a total value of \$1,702,976, which price is intended to cover the entire roadway between Rivière du Loup and Hadlow, about 125 miles in length including the railway lands, water lots, buildings, water services, stationary engines, machinery, and all other property of the Grand Trunk Railway between Rivière du Loup and the first bridge east of Hadlow station, except the old iron rails and chains on the main track and gravel-pit sidings of the Rivière du Loup Branch, station furniture, stoves and fuel, section men's tools and rolling stock.

" The fact must not be lost sight of that the Grand Trunk Railway Company will require running power over the section of the road between Chaudière Junction and Hadlow to reach their terminus at Lévis; and although the purchase by the Government of the Hadlow station and water lot would give them facilities for having an independent terminus on the St. Lawrence, opposite Quebec, nevertheless it is very important that the Government should acquire running powers over the Grand Trunk Line east of Hadlow, to and past the Lévis station, and have the use of the Levis station. yard, buildings, wharf, ferry and station at Quebec, and I would suggest that running powers free of charge be granted to the Grand Trunk Railway, upon consideration of their granting the Government running powers over and through their line east of Hadlow, and the use of the Lévis station, yard, &c., free of charge. The actual cost of handling the Intercolonial business at the Lévis station only being charged for; of course the Grand Trunk trains in passing between Chaudière Junction and Hadlow would be under the regulations of the Government authorities in the same manner that the Government trains east of Hadlow would be under the regulations of the Grand Trunk Railway authorities, and it should also form a part of this arrangement that the charges for transport of traffic from and to the west in connection with the Intercolonial Railway over the Grand Trunk Railway, shall not exceed the rate per ton per mile or per passenger per mile that is charged for passengers or freight of the same class to Portland."

The undersigned concurs in the above report so far as relates to the property to be obtained, and requests that he may be authorized to enter into arrangements with the Grand Trunk Railway Company for the purchase of their line of railway between Rivière du Loup and Hadlow, and for running powers te Point Lévis and Quebec, on the terms and conditions stated in the said report, at a cost not exceeding \$1,500,000, provided that the Company gives a sufficient guarantee to maintain the line from Richmond to the Chaudière Junction, in the same state of efficiency as their line to Portland, and that the money be paid to secure the connection of the Grand Trunk Railway with Chicago; such purchase to be subject to ratification by Parliament, and further, on the condition recommended by the Chief Engineer, that the charges for transport of traffic from and to the west in connection with the Intercolonial Railway, shall not exceed the rate per ton per mile or per passenger per mile that is charged for passengers or freight of the same class to Portland.

### Respectfully submitted, (Signed) OHA

OHARLES TUPPER,

Minister of Public Works.

### COPY of a Report of the Honorable the Privy Council, approved by His Excellency the Governor General in Council 8th May, 1879.

On a memorandum dated 5th May, 1879, from the Honorable the Minister of Public Works, having reference to the dilapidated condition of the portion of the Grand Trunk Railway known as the Rivière du Loup Branch, and to the offer made by that Company for the sale of it t, the Government; and stating that in anticipation of the contemplated purchase of the line from Rivière du Loup to the waters of the St. Lawrence at Hadlow, the Chief Engineer of the Government Railways in operation prepared a report upon the subject in which report he (the Minister of Public Works) states his concurrence so far as relates to the property to be obtained, and requests that he be authorized to enter into arrangements with the Grand Trunk Company for the purchase of their line of railway between Rivière du Loup and Hadlow, and for running powers to Point Lévis and Quebec, on the terms and conditions stated in the said report at a cost not exceeding \$1,500,000-provided that the Company gives a sufficient guarantee to maintain the line from Richmond to the Chaudière Junction in the same state of efficiency as their line to Portland; and that the money be paid to secure the connection of the Grand Trunk Railway with Chicago-such purchase to be subject to ratification by Parliament; and further, on the condition recommended by the Chief Engineer that the charges for transport of traffic from and to the west in connection with the Intercolonial Railway over the Grand Trunk Railway, shall not exceed the rate per ton per mile or per passenger per mile that is charged for passengers or for freight of the same class to Portland.

The Committee advise that the authority requested be granted.

Certified.

(Signed)

W. A. HIMSWORTH,

Clerk, Privy Council.

To the Honorable

The Minister of Public Works, Ottawa.

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## (193)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For statement of the gross earnings of the Windsor Branch Railway, from 1st January, 1872, to 1st August, 1877; and of the cash paid to Dominion Government by the Windsor and Annapolis Railway Company since 1st January, 1872, and a statement of the claims made by the Windsor and Annapolis Railway Company, under their charter, for a repayment of duties, and the amount allowed and paid by the Government.

By Command.

J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OFTAWA, 14th May, 1879.

# RETURN

### (194)

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879 ;-For a statement of expenses incurred in building Fort Francis Lock, to 1st January, 1879.

By Command.

J. C. AIKINS, Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 14th May, 1879.

### (195)

To an ORDER of the HOUSE OF COMMONS, dated 4th March, 1879;—For a return of the number of persons employed on the 31st December last, on each of the Railways of the Dominion; also, of all accidents and casualties which have occurred during year 1878; the cause and nature of such accidents, the points where they occurred, and all the particulars of the same.

By Command.

## J. C. AIKINS,

Secretary of State.

I) EPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

# RETURN

## (196]

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879;— For all expenditure in the Town of Kincardine, in connection with Harbor work, from 1st May, 1878, to last of October, 1878, to include all wages paid to Dredge and Tug crews, &c., &c.; also, proportion of Mr. Kingsford's salary and travelling expenses fairly chargeable to this work.

## By Command.

### J. C. AIKINS,

Secretary of State.

## DEPARTMENT OF THE SECRETARY OF STATE, OTTAWA, 14th May, 1879.

## (197)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—For copies of all Reports and documents in reference to the Harbor of Prince Arthur's Landing, the pulling down of Government buildings, &c., &c.

By Command.

### J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

## RETURN

### (198)

To an ORDER of the HOUSE OF COMMONS, dated 3rd March, 1879;—For a statement shewing the nature of the work done at Matane and at River Blanche, in the County of Rimouski, from 1st July to 1st December, 1878, by whom such work was done, &c., &c.; also, a statement shewing the work yet to be done to the Matane Pier to complete it; together with copy of correspondence, &c., &c.

By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

### (199)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For a copy of all correspondence relative to an increase of salary to be paid to Thomas E. Peck, Customs officer at Nanaimo.

By Command.

J C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE.

OTTAWA, 14th May, 1879.

(200)

To an ORDER of the HOUSE OF COMMONS, dated 5th May, 1879;—For a Return shewing what drawback was allowed to manufacturers on goods manufactured in Canada in 1877 and 1878 and exported; to whom paid, and description of goods.

By Command.

## J. C. AIKINS,

Secretary of State.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

RETURN showing drawbacks paid in 1877 and 1878, on goods manufactured in Canada and exported.

| To whom paid.                                                                                                                   | Description of Goods.                      | Amount paid.                                  |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-----------------------------------------------|
| F. Braidwood                                                                                                                    | Canned meats.<br>do<br>Tin for canned fish | \$ cts.<br>2,419 20<br>4,040 36<br>171 25     |
| Ferguson, Rankin & Co<br>do<br>J. B. Snowball<br>do<br>Henry O'Leary<br>E. G. & C. Stayner                                      | du<br>do<br>do                             | 20 35<br>210 65<br>134 80<br>255 27<br>185 30 |
| <ul> <li>A. J. Dolphin</li> <li>F. H. Baker.</li> <li>K J. Dolphin</li> <li>E. G. &amp; C. Stayner</li> <li>J. Stairs</li></ul> | do<br>do<br>do<br>do<br>do                 | 225 20<br>65 09<br>60 00<br>66 10<br>249 35   |
| Bray & Hayes<br>Ewen & Wise-per S. Deas<br>J. Cunningham                                                                        | do<br>do<br>do<br><b>Total</b>             | 63 20<br>345 92<br>138 78<br>\$8,671 \$3      |

YEAR ENDING 30TH JUNE, 1877.

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## RETURN showing drawbacks paid in 1877 and 1878, on goods manufactured in Canada and exported.—Concluded.

### YEAR ENDING 30TH JUNE, 1878.

| To whom paid.          | Description of Goods.                     | Amount  | paid       |
|------------------------|-------------------------------------------|---------|------------|
|                        |                                           | \$      | cts.       |
| A. Frager & Co         | Tin for canned fish.                      | 138     | 71         |
| Davies, Arkinson & Co. | Bacon, hams and shoulders                 | 591     | •••        |
| Englehart & Co.        | Tin for canned refined oil                | 133     |            |
| Portland Packing Co    | Tin for canned fish                       | 686     |            |
| J. H. Mathers.         |                                           | 436     |            |
|                        | Tallow used in the manufacture of candles | 359     |            |
| E. G. & C. Stavner.    | Tin for canned fish.                      | 283     | 87         |
| K. J. Dolphin.         | do                                        | 109     | 39         |
| D. Davies              | do                                        | 97      | 65         |
| Waterous Engine Co     | Machinery                                 | 38      | 68         |
| Ferguson, Rankin & Co  | Tin for canned fish                       | 65      | 90         |
| T. H. Fleigher         | do                                        | 64      | 05         |
| J. T. Bain             | do                                        | 39      | 30         |
| J. H. Bell             | do                                        | 86      | <b>9</b> 5 |
| H. O'Leary             | do                                        | 142     | 35         |
| B. B. Noble            | do                                        | 51      | 00         |
| J. M. Williams         | do                                        | 68      | 15         |
|                        | Total                                     | \$3,391 | 32         |

J. JOHNSON, Commissioner of Customs.

CUSTOMS DEPARTMENT, OTTAWA, 13th May, 1879.