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Part of Sessional paper No. 110 not printed.

In Sessional paper No. 163, page 5 is incorrectly numbered page 2.

In Sessional paper No. 188, page 146 is incorrectly numbered page 116.

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VOLUME 10.

FIRST SESSION OF THE FOURTH PARLIAMENT

OF THE

DOMINION OF CANADA.

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SESSION 1879.

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VOLUME XII.

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

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- No. 16.. SPECIAL WARRANTS :—Statement of Special Warrants signed by the Governor General, together with the expenditure incurred thereon, during that part of the fiscal year ending 13th February, instant, as required by the Act 41 Vic., Cap. 7, Section 32, Sub-section 4.
- No. 17.. HOUSE OF COMMONS, APPOINTMENTS IN :—Return to Order; Correspondence between the Clerk and the late Speaker of this House, respecting appointments to vacancies in the Service of the House of Commons, since last Session of Parliament.
- No. 18.. OFFICIAL DEBATES :—Return to Order; Notices asking for tenders for reporting and publishing the Official Debates of this House, together with copies of all tenders received, &c. (*Not printed.*)
- No. 19.. LETELLIER, THE HONORABLE LUC :—Return to Address; Pétition addressed to the Governor in Council, by the Hon. Messrs. Chapleau, Church and Angers, praying for the dismissal of His Honor Luc Letellier, Lieutenant-Governor of the Province of Quebec.
- No. 20.. STATUTES :—Statutory Return, in accordance with the Act 31 Vic., Cap. 1, Section 14, of the distribution of the Statutes from the 1st February, 1878, to the 1st February, 1879. (*Not printed.*)
- No. 21.. COW BAY BREAKWATER :—Return to Order; Expenditure in detail, of money expended on the Breakwater at Cow Bay, for the year 1877. (*Not printed.*)

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- No. 24a. Return to Address ; All Orders in Council made under and by virtue of the Act 36 Vict., Cap. 47 (respecting Weights and Measures), and the Act amending the same, between the 1st July, 1873, and the 27th February, 1879, and all correspondence, &c. (*Not printed.*)
- No. 24b. Return to Order ; Correspondence in connection with the suspending of J. J. Spettique, Inspector of Weights and Measures, for the City of London, and the East Riding, Middlesex. (*Not printed.*)
- No. 24c. Return to Order ; Correspondence which has passed between the Inspector of Weights and Measures for the United Counties of Drummond and Arthabaska and the Government. (*Not printed.*)
- No. 25. RECEIPTS AND EXPENDITURE :—Return to Order ; Detailed statement of Receipts and Expenditure during the seven months ending on the 1st February, 1879.
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- No. 27. PENITENTIARIES :—Report of the Minister of Justice on, for the year ended, 30th June, 1878.
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- No. 30. CANALS AND PACIFIC RAILWAY, AMOUNTS EXPENDED ON :—Return to Order ; Shewing total amount expended up to the 1st day of January, 1879, on the enlargement of the Welland Canal ; on the Lachine Canal ; on the Pacific Railway and the Survey thereof ; on the Section of the Pacific Railway extending from Thunder Bay to Selkirk ; and also a Statement of the sums further required from the 1st January, 1879, to complete the said works.
- No. 31. BERNATCHEZ, NAZAIRE :—Return to Order ; Contract made between the late Government and Nazaire Bernatchez, Esq., of the Village of Montmagny, in the matter of the transport from Quebec to Grosse Isle, and from Grosse Isle to Quebec, of emigrants, mails, provisions, &c. (*Not printed.*)
- No. 32. WELLAND CANAL :—Return to Order ; Shewing number of days during which one James A. McMahon, a clerk in the Paymaster's Office of the Welland Canal, was absent from duty during the years 1877 and 1878, and the number of days for which he received pay from the Department of Public Works, &c. (*Not printed.*)
- No. 32a. Return to Order ; Correspondence in connection with the dismissal of John B. Smith from the office of Deputy Superintendent of the southern section of the Welland Canal, and report of the Superintendent. (*Not printed.*)
- No. 32b. Return to Order ; Statement of damage caused by the break on the lower level of the Welland Canal in September, 1878 ; the amount required to make good the damage, &c. (*Not printed.*)
- No. 32c. Return to Order ; Shewing the names of all persons from whom supplies for the old Welland Canal have been purchased, from the 4th of November, 1873, to the 10th of January, 1879. (*Not printed.*)

- No. 32d. WELLAND CANAL:—Return to Order; Giving the names of all the permanent employés engaged in the working and Management of the old Welland Canal, and their salaries and allowances.
- No. 32e. Return to Order; Instructions furnished land valuers before entering on their duties in valuing land damages in the Counties of Haldimand and Monck, on the upper level of the Welland Canal; also, all Reports made by said valuers to the Government. (*Not printed.*)
- No. 32f. Return to Order; Reports by the Superintendent, Welland Canal, as to the damages to Lock No. 21 on the Welland Canal, in the year 1874, by the schooner "Louise."
- No. 32g. Return to Address; Correspondence between the Government and the County Council, of the County of Welland, about the claims of the Government against the said County for marsh lands. (*Not printed.*)
- No. 33. SOURIS, WHARF AT:—Return to Order; Copies of all tenders received for the construction of the railway extension and wharf at Souris. (*Not printed.*)
- No. 33a. Return to Order; Copies of all Tenders received in connection with the construction of the Breakwater at Souris, P. E. Island. (*Not printed.*)
- No. 34. BONDS AND SECURITIES:—Statement of all Bonds and Securities registered in the Department of the Secretary of State. (*Not printed.*)
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- No. 35a. Memorandum from the Hon. Hector L. Langevin, Minister of Public Works, dated Ottawa, 4th February, 1870, submitting that the dams, slides, booms, &c., which had been constructed on a proposed line of navigation following the River Trent, &c., had become the property of the Dominion of Canada by the "British North America Act, 1867."
- No. 36. MONTMAGNY BASIN:—Return to Order; Number of engineers and employés engaged in making, in August and September last, an exploration and survey of the Basin of Montmagny, &c., and the River St. Lawrence, with a view of deepening the same. (*Not printed.*)
- No. 37. PATTESON, MR., POSTMASTER, TORONTO:—Return to Address; Order in Council, under and by which the late Postmaster of the City of Toronto was superannuated; and also, all correspondence respecting the appointment of Mr. Patteson to the said office.
- No. 38. HILSBURG POST OFFICE:—Return to Order; Correspondence in possession of the Government, in relation to the Hillsburg Post Office. (*Not printed.*)
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- No. 39a. Return to Order; Statement shewing the quantity of Canadian tobacco seized by the officers of the Inland Revenue Department, Montreal, during the years 1874, 1875, 1876, 1877 and 1878. (*Not printed.*)
- No. 40. ROSS *et al* QUEBEC:—Return to Address; Petition of Messrs. Ross and others, of Quebec and Lévis, proprietors and builders of ships and steamboats, in relation to the registration in Canada of American vessels.
- No. 41. FRASER RIVER SALMON HATCHERY, B.C.:—Return to Order; Correspondence since May, 1877, relative to establishing a Salmon Hatchery on Frazer River, British Columbia. (*Not printed.*)
- No. 42. INTERCOLONIAL RAILWAY:—Return to Order; For a Statement of moneys due by certain persons, residents of the County of Rimouski, since 1st August, 1878, for the carriage, during the last General Elections, on the Intercolonial Railway, of supporters and agents of the candidate in favor of the Administration of the day.
- No. 42a. Return to Order; Shewing the monthly receipts from that portion of the Intercolonial Railway between River du Loup and Halifax, for the two years ending December 31st, 1878, with Statement of the actual working expenses. (*Not printed.*)

- No. 42b.. INTERCOLONIAL RAILWAY :—Return to Order; Papers in connection with the purchase of Deal ends and other refuse lumber in the County of Northumberland, N.B., from 1st January, 1873, to 1st of January, 1879, for the use of the Intercolonial Railway. (*Not printed.*)
- No. 42c.. Return to Order; Statement shewing the names of the parties who tendered for the last contract for Sleepers on the Intercolonial Railway. (*Not printed.*)
- No. 42d.. Return to Address; Correspondence in reference to the sale of certain buildings and outbuildings on the bank of the Metapedia River, on the Intercolonial Railway Line. (*Not printed.*)
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- No. 42f.. Return to Order; Statement shewing the number of men employed on the Intercolonial Railway in the County of Rimouski, on the 1st August last and from the 1st August last to the 25th September. (*Not printed.*)
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- No. 42h.. Return to Order; Statement of all persons employed on the Intercolonial Railway, on 13th December, 1878. (*Not printed.*)
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- No. 42k.. Return to Order; Statement of damages to cattle and goods on the Intercolonial Railway paid during 1878. (*Not printed.*)
- No. 42l.. Return to Order; Correspondence with Henry Clarke, of Truro, in reference to claim for property destroyed by officers, Intercolonial Railway. (*Not printed.*)
- No. 42m.. Return to Order; Complaints against L. O. Bouchard, Station Master at St. Simon Station, Intercolonial Railway. (*Not printed.*)
- No. 43.. CANADA PACIFIC RAILWAY :—Articles of Agreement between Heney, Charlebois and Flood, and Her Majesty Queen Victoria, to do the excavation, etc., of Georgian Bay Branch of the Canadian Pacific Railway, from Station O, South River, to French River, 50 miles (37th Contract). (*Not printed.*)
- No. 43a.. Articles of Agreement between Kavanagh, Murphy and Upper, and Her Majesty Queen Victoria, to do the excavation, etc., of part of Pembina Branch, between St. Boniface and Emerson, Canadian Pacific Railway (33rd Contract). (*Not printed.*)
- No. 43b.. Agreement by Joseph Whitehead (13th September, 1878), to make embankments on Sifton, Ward & Co's. Contract (No. 14), Canadian Pacific Railway, at a less cost to Government than per Contract of Sifton, Ward & Co., No. 4572, accepted by the Minister of Public Works, 8th October, 1878; and further Agreement by Joseph Whitehead. (*Not printed.*)
- No. 43c.. Articles of Agreement between Gouin, Murphy and Upper, and Her Majesty Queen Victoria, to build a ten-stall Engine-house on the Station ground at Selkirk, Manitoba, on the Pembina Branch of the Canadian Pacific Railway (40th Contract). (*Not printed.*)
- No. 43d.. Agreement (3rd August, 1878), respecting running powers over the Pembina Branch of the Canadian Pacific Railway, with George Stephen (No 5696.) (*Not printed.*)
- No. 43e.. Return to Order; Letters of instructions for the removal of Steel Rails from Nanaimo and Esquimalt to Frazer River, B.C., and the cost. (*Not printed.*)

- No. 43f. CANADA PACIFIC RAILWAY:—Return to Order: Reports of Engineers and others made since the 1st of October last, respecting the route or construction of any part of the Pacific Railway, and the removal of rails from Vancouver Island to Yale.
- No. 43g.. Return to Order; Reports of Engineers and others, respecting the line of the Canadian Pacific Railway from Esquimalt to Nanaimo, which was made in 1875. (*Not printed.*)
- No. 43h.. Articles of Agreement between Frazer, Manning & Co., and Her Majesty Queen Victoria, to do the excavation, etc., from Eagle River to Keewatin, 67 miles, on the line of the Canadian Pacific Railway (B).  
Articles of Agreement between Thomas Marks, John Ginty, P. Purcell and H. Ryan, and Her Majesty Queen Victoria, to do the excavation, etc., from English River to Eagle River, 118 miles, on the line of the Canadian Pacific Railway (A).  
Schedules of Tenders for contracts, Canadian Pacific Railway, viz.:—Schedule A, from English River to Eagle River, 118 miles; Schedule B, from Eagle River to Keewatin, 67 miles, and Schedule C, from English River to Keewatin, 185 miles.
- No. 43i.. Return to Address; Correspondence relating to the removal of the Railway Office from Victoria to New Westminster; also, the cost of repairing and fitting up the old Government House at New Westminster as a Railway Office. (*Not printed.*)
- No. 43j. Return to Order; Statement of all moneys paid up to the 1st March, 1879, on the Pembina Branch Extension; the part from Fort William to Sunshine Creek; from Sunshine Creek to English River; from Rat Portage to Cross Lake, and the expenditure at Thunder Bay; and the expenditure on the Fort Frances Canal. (*Not printed.*)
- No. 43k.. Return to Address; Order in Council passed in June, 1876, locating the line of the Canada Pacific Railway between Thunder Bay and a point at or near Fort George, in British Columbia; also between Yellowhead Pass and Burrard Inlet.
- No. 43l.. Return to Order; Tenders containing schedules of quantities and prices at the letting of Contracts Nos. 13, 14, 15 and 25, Canadian Pacific Railway.

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- No. 43m. Communication from Sandford Fleming, Esq., 1st February, 1879, accompanied by Tenders for the construction of works from English River to Eagle River, 118 miles,—from Eagle River to Keewatin, 67 miles,—from English River to Keewatin, 185 miles,—and letter from Marcus Smith to Sandford Fleming, Esq., in relation thereto, dated the 31st January, 1879.  
Further communication from Sandford Fleming, Esq., of the 12th February, 1879, in reference to his Report of the 1st February, 1879, on the Tenders received for constructing the Sections of the Canadian Pacific Railway, between English River and Keewatin.
- No. 43n. Report addressed to the Hon. the Minister of Public Works, Canada, by Sandford Fleming, Esq., C. M. G., Engineer-in-Chief, respecting the Canadian Pacific Railway, 1879.
- No. 43o. Agreement between Joseph Upper & Co. and Her Majesty the Queen to equip and work the Pembina Branch of the Canadian Pacific Railway, in lieu of Government, under agreement of 3rd August, 1878, of Geo. Stephen and St. Paul and Pacific Railway Company. (*Not printed.*)
- No. 44. MANITOBA:—Statement of the number of immigrants who have come to Manitoba under the auspices of the Immigration Agents during 1878. (*Not printed.*)
- No. 44a.. Return to Order; List of Patents issued in the various Parishes of the Province of Manitoba, for lands in the settlement belt. (*Not printed.*)
- No. 44b.. Return to Address; Order in Council by which certain lots of land on the Red River, in Manitoba, were reserved for settlement. (*Not printed.*)

- 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. 44d. Message transmitting certain papers having reference to the financial position of the Province of Manitoba.
- No. 45. RIMOUSKI, WHARF AT:—Return to Order; Report of the Engineers respecting the improvements 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 Landing 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; Return 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 Imperial Government and the Government of the United States, on the subject of the importation into Great Britain of cattle from America.
- No. 54... TEA, SUGAR, &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 Canal. (*Not printed.*)
- No. 56... JORDAN BAY BREAKWATER:—Return to Order; Tenders received for the erection of the Breakwater at Jordan Bay, in the County of Shelburne. (*Not printed.*)
- No. 57... BRITISH COLUMBIA PENITENTIARY:—Return to Address; Report made by the Deputy Adjutant-General in British Columbia, complaining of the Warden of the Penitentiary 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. 60... BEAUHARNOIS 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... CORNWALL CANAL, HYDRAULIC LEASES:—Return to Order; Return of all Hydraulic Leases on the Cornwall Canal. (*Not printed.*)

- No. 62... CLARK, 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. Clark, 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 Seigniorie 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 (*droits de corvée*) in the Parishes of St. Fabien, &c., during the last General Elections. (*Not printed.*)
- 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-commissioned 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, QUEBEC :—Return to Address; Correspondence since 1872, between 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 :—Return 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.*)
- No. 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. 73a... Return to Address; Correspondence which has passed between the Local Government of Prince Edward Island and the Government of the Dominion, having reference to the award of the Fishery Commission or to the disposal thereof.
- No. 74... ROBERTSON, WILLIAM :—Return to Order; Correspondence relating to the dismissal or replacement 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 1st January to the 31st March, 1879. (*Not printed.*)
- No. 76... COLLINGWOOD, HARBOR OF :—Return to Order; Statement shewing the amount expended on Harbor of Collingwood during the season of 1878. (*Not printed.*)

- 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... **CUSTOMS AND EXCISE DUTIES**:—Return to Order; Return of the sum paid on account of Customs 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 EXCHEQUER**:—Return to Address; Statement shewing the number of judgments rendered by the Supreme Court and the Court of Exchequer of Canada, and the number of employes of the said Courts.
- No. 82... **CARDINAL, REGIS**:—Return to Order; Correspondence relating to the recent dismissal of Regis Cardinal, heretofore an employe of the Inland Revenue Department. (*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 TERRITORIES**:—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 printed.*)
- 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.

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- 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 Superintendent, of works done on River du Loup Pier, in the County of Témiscouata, in 1878. (*Not printed.*)
- No. 92... **LETTER, PRIVATE**:—Return 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 Office Department, Ottawa, to a voter in the East Riding of Northumberland. (*Not printed.*)
- No. 93... **DRUMMONDVILLE, WENDOVER 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.*)

- 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.*)
- No. 95... PRITTIÉ, R. W.—Return to Address; Order in Council, authorizing an arrangement to be made with Mr. R. W. Prittié, and others, relating to the introduction and settlement of settlers in the Province of Manitoba. (*Not printed.*)
- No. 96... KETCHUM, MR., CORRESPONDENCE:—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 printed.*)
- No. 97... KETCHUM, MR., AND INSPECTOR'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.*)
- No. 100. MERCANTILE MARINE OF CANADA:—Return to Address; Documents relating to the examination before the Boards of Examiners of the Mercantile Marine of Canada of Masters desirous of obtaining certificates as extra Masters. (*Not printed.*)
- No. 101. TIDAL HARBOR, QUEBEC, 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.
- No. 102. CARON, CLOVIS, FISHERY OVERSEER:—Return to Order; Copies of the complaint made last Autumn by Mr. Clément Rouleau, of St. Anne de la Pocatière, in the County of Kamouraska, against Mr. Clovis Caron, Fishery Overseer. (*Not printed.*)
- No. 103. ST. VINCENT DE PAUL PENITENTIARY:—Return to Order; Statement shewing the names of the several permanent and temporary officers and employes of the Penitentiary of St. Vincent de Paul. (*Not printed.*)
- No. 104. YARWOOD, C. ST. GEORGE:—Return to Address; Correspondence respecting the superannuation of C. St. George Yarwood, Landing Water at Chippewa, County of Welland. (*Not printed.*)
- No. 105. OLD BIC 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.*)
- No. 106. L'ASSOMPTION RIVER:—Return to Order; Correspondence relating to the deepening of the River l'Assomption. (*Not printed.*)
- No. 107. LANGELIER, CHARLES:—Return to Order; Statement of all money paid to Mr. Charles Langelier, for the use of his bridge on the Chambly Canal. (*Not printed.*)
- No. 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.*)
- No. 109. BRITISH COLUMBIA IMPORTS, &c.:—Return 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.*)
- No. 110. COLUMBIA, FISHERIES OF:—Return to Order; Sessional Paper 12 (not printed) 1877, respecting Fisheries of Columbia.
- No. 111. NORTH RIVER AND ST. ANDREWS:—Return to Order; Correspondence relating to the dredging of the North River to St. Andrews. (*Not printed.*)
- No. 112. GROSSE ISLE, PUBLIC WORKS:—Return to Order; Contracts for public works, &c., on Grosse Isle, between the 15th November, 1873, and 1st January last. (*Not printed.*)

- No. 113.. INTERCOLONIAL RAILWAY, THROUGH 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.. 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. 115.. OFFICIAL ASSIGNEES, QUEBEC:—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.. 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*)
- No. 117.. HAMILTON, CITY OF, APPOINTMENTS:—Return to Order; Of the names of all persons appointed in the Inland Revenue Office, &c., in the City of Hamilton, between 4th November, 1873, and 10th October, 1878. (*Not printed.*)
- No. 118.. 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 properties at Toronto for the purpose of erecting buildings for the Provincial Exhibition. (*Not printed.*)
- No. 120.. SPIRITS 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 KAMINISTIGUIA:—Return to Order; 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. (*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 printed.*)
- No. 124.. SARAH E. BRYANT, 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'ASSUMPTION 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 OR 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.. VACCINATION—INDIANS, SAGUENAY:—Return to Order; Instructions given to Dr. F. X. Laterriere, 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 enfranchised within the past ten years. (*Not printed.*)

- No. 131.. ALASKA BOUNDARY:—Return to Address; Memorandum of the circumstances that led to the conclusion of the Convention between Great Britain and Russia, of February, 1825, &c. Also, a copy of the most reliable maps and any Reports respecting the Alaska boundary. (*Not printed.*)
- No. 132.. AMET ISLAND BREAKWATER:—Return to Order; Estimates of cost of relaying the Stone Breakwater around Amet Island, in the Province of Nova Scotia. (*Not printed*)
- No. 133.. RIVER ST. JOHN, N.B.:—Return to Order; Correspondence in connection with Bridges placed across the River St. John, N.B., at Woodstock and at Andover, County of Victoria. (*Not printed.*)
- No. 134.. ELLA G. MCLEAN, SCHOONER:—Return to Order; Correspondence in any way connected with the chartering and purchase of the schooner "Ella G. McLean." (*Not printed.*)
- No. 135.. DESCHAMPS, ANTOINE:—Return to Order; Papers relating to the discharge of Antoine Deschamps, Light Keeper of St. Anne's, in the County of Jacques Cartier. (*Not printed.*)
- No. 136.. SIMPSON, GEORGE 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 RIVER LIGHTHOUSE:—Return to Order; Correspondence relative to the erection of 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 Lighthouse at Presqu'Isle. (*Not printed.*)
- No. 141.. COX, MR.:—Return to Order; Reports in relation to the appointment of Mr. Cox, Keeper of the Lighthouse at Cape Beale. (*Not printed.*)
- No. 142.. RIVER ST. LAWRENCE HARBORS:—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 construction of a Graving Dock.
- No. 144.. CAPES TORMENTINE AND TRAVERSE:—Report of Survey of Coast in vicinity of Capes Tormentine 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 Laflamme, as Her Majesty's Attorney 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 Miramichi, New Brunswick. (*Not printed.*)
- No. 147.. PRESQU'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, MANITOBA:—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, SAMUEL:—Return to Order; Relating to the dismissal of one Samuel Loughead, Postmaster at Molesworth. (*Not printed.*)

- No 150.. TALBOT, ACHILLE :—Return to Address ; Complaint lodged on the 21st August, 1875, by Achille Talbot, Esq., late Deputy Post Office Inspector, against certain Postmasters in the County of Montmagny. (*Not printed.*)
- No. 150a Return to Address ; Report made on 21st August last, by Achille Talbot, Esq., against Stanislaus Vallée, Esq., Postmaster at Montmagny. (*Not printed.*)
- No. 151. WILKINS, JUDGE :—Return to Order ; Correspondence in connection with the resignation of Judge Wilkins. (*Not printed.*)
- No. 152.. CENTENNIAL EXHIBITION, PHILADELPHIA :—Return to Order : Shewing the names, etc., of all persons appointed as Commissioners or Secretaries, in connection with the Canadian Exhibit at the Centennial 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.*)
- No. 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 Newfoundland.
- 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.. 'NORTHERN LIGHT' STEAMBOAT :—Return to Order ; Tenders received for the building of the steamboat "The Northern Light," &c. (*Not printed.*)
- No. 161.. '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.. LIGHT HOUSES, 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 tenders 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 award. (*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 January, 1872. (*Not printed.*)

- 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 Government now has at its disposal, &c.
- No. 170.. QUEBEC—REPAIRING WALLS:—Return to Order; Statement shewing the sums of money expended for repairing the walls of the City of Quebec, between the 1st of August and the 1st of October, 1878. (*Not printed.*)
- No. 171.. RONDEAU HARBOR:—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 TRURO 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.. FEES 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, TORONTO:—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:—Return 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. 179.. LESUEUR, MR.:—Return to Order; Reports relating to the superannuation of Mr. LeSueur, formerly of the Post Office Department. (*Not printed.*)
- No. 180.. FORSYTH, 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.*)
- No. 182.. ST. FABIEN, P.O.:—Return to Order; Correspondence since the 10th of October, 1878, respecting the contract for carrying the mail between the Railway Station and the Post Office of the Parish of St. Fabien. (*Not printed.*)
- No. 183.. LÉVESQUE, 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 subject 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.. SELKIRK, 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.. KAMINISTQUIA 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. (*Printed in English as No. 186.*)

- 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. PUBLIC SERVICE OF CANADA:—Return to Address; Statement shewing the names of all persons who received any appointment or engagement, either permanent or temporary, 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 employed 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. PRINCE ARTHUR'S LANDING HARBOR:—Return to Order; Documents in reference to the Harbor of Prince Arthur's Landing. (*Not printed.*)
- No. 198. MATANE 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. PECK, THOMAS:—Return to Order; Correspondence relative to an increase of salary to be paid to Thomas E. Peck, Customs Officer, Nanaimo. (*Not printed.*)
- No. 200. DRA WBACK ALLOWED ON CANADIAN GOODS:—Return to Order; Shewing what drawback was allowed on goods manufactured in Canada in 1877 and 1878 and exported.

# RETURN

(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

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 civil 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 EARL OF KIMBERLEY.

Governor-General

The Right Honorable

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

*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.

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## RETURN

(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 regular Militia.

By Command.

J. C. AIKINS,

*Secretary of State.*

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

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## 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 above Returns are not printed.]

## RETURN

(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.

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

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## RETURN

(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.

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## 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.]

**R E T U R N**

(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.

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**R E T U R N**

(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.]

## RETURN

(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 CLERK 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,

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

The Honorable  
The Secretary of State, Ottawa.

*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 Brunswick, 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 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 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 memorialists 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 36 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 Memorialists conceive, it is a matter of public faith that the rights reserved to the said City and County, 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 subject-matter 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 aforesaid, 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.

In witness whereof, your Memorialists 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 Brunswick 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 penitentiaries 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 Penitentiary 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

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.

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*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.

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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.

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,  
FREDERICTON, 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.

SIR,—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 Secretary, 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 Lieutenant-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 twenty-ninth 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 'penitentiaries' 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 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 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), should, 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 certain 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 transference 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 foreshadowed 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.

FREDERICTON, 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. Young, 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 pronounced, 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, intituled '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 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 1878, nor after the first day of May, which will be in the year 1878, 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."

(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 whose 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 punishable 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 penitentiaries 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 Parliament 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 duties 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 91 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 civil and criminal jurisdiction, and including procedure in civil 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 administration 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 such 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 penitentiaries, 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 Act 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 £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 £4,000 shall be drawn from the treasury, nor any greater sum than £500 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 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."

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 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, 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 £2,008 5s. to reimburse advances made in respect of the house of correction.

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 £2,544, balance of the £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 or 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 Parliament, 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 gained 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 at Ottawa.

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 Warden 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 Penitentiary.

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 £5,433 13s. 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. 8½d.

“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 £600 was assessed in each of the years, 1853, 1854 and 1855, and £400 in 1856, so that the City and County of St. John paid at least the sum of £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*:

	£	s.	d.
By legislative grant, 1833 .....	2,000	0	0
do 1839 .....	1,000	0	0
do 1839 .....	500	0	0
do 1840 .....	1,500	0	0
do 1841 .....	1,000	0	0
do 1842 .....	2,068	5	4
Balance due the Justices .....	£5,433	13	4

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 establishment 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 £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 aldermen 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.

It contained in the Statute at all it must be in the 15th section, which includes not only rogues, vagabonds, &c., but all persons confined 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 erection 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 £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 city 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 ninety-five 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. :—

Period.	Two years and over.	Less than two years.	Total cost.	Cost per cap. less than 2 years.	Cost per cap. two years & over.
			\$ cts.	\$ cts.	\$ cts.
July to December, 1867.....	27	90	10,426 40	89 54	91 39
January to December, 1868.....	28	82	14,555 93	131 96	133 39
do 1869.....	30	61	19,546 94	212 05	220 39
do 1870.....	32	59½	17,960 60	195 22	199 30
do 1871.....	29	43½	16,072 32	226 95	224 08
do 1872.....	31½	42½	16,219 59	217 72	223 53
do 1873.....	26½	61	20,635 24	233 82	238 96
do 1874.....	29½	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.....	74½	79½	25,563 20	153 16	174 41

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 31st December, 1867.....	\$ 8,058 60
January to December, 1868.....	10,820 62
“ “ 1869.....	12,935 05
“ “ 1870.....	11,583 05
“ “ 1871.....	9,574 49
“ “ 1872.....	9,216 81
“ “ 1873.....	14,262 02
“ “ 1874.....	14,312 35
“ “ 1875.....	14,033 10
“ “ 1876.....	11,954 25
“ “ 1877.....	13,780 76
“ “ 1878.....	12,613 26
	\$143,144 36

From the above statements it will be observed that the proportion of short-term 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 £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 ninety-five 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 Confederation.

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.*

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## RETURN

(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.

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## 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.]

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## RETURN

(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.

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

SIR.—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, 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

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 HARBOUR 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 fifty dollars, to be returned after the tenders are opened, to parties sending in *bonâ 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 & Chateaufort.....	574,927 66	559,088 42
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 regarding Graving Dock Tenders.

(Signed)

F. BRAUN.

*Secretary.*

To A. H. VERRET.

Certified.

(Signed)

A. H. VERRET,

*Secretary-Treasurer.*

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

(By Telegraph from Quebec.)

12th April, 1878.

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

(Signed)

A. H. VERRET.

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

Certified.

(Signed)

A. H. VERRET.

*Secretary-Treasurer.*

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

*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, Messrs. 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 inches 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 foot in depth, it being also understood that you can amend your tender for the whole of the works at the same time.

The amount of 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,  
(Signed) A. H. VERRET,  
*Secretary-Treasurer.*

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

Certified.

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

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,
- “ Beaucage & Chateauvert,
- “ Charles McCarron & Co.

Certified.

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

Harbour Commissioners' Office,  
Quebec, March 1879.

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 \$3,000 and \$50; 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.

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 in 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,  
*Secretary-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.	Supplementary Tender.	Increase.	Decrease.
	\$	\$	\$	\$
Smith, Ripley & Blake.....	396,234	402,484	6,250	.....
Charlebois & Co.....	430,265	402,984	.....	27,281
Peters, McCann & Co.....	418,498	405,495	.....	13,003
Macdonald & Co.....	418,390	420,306	1,816	.....
Loss, McCrae & Co.....	436,819	430,267	.....	6,552
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 out 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.

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 unanimous 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.

I am, Sir,  
Your obedient servant,

(Signed) F. BRAUN,  
*Secretary.*

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

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

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,

(Signed) F. BRAUN,

*Secretary.*

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

Certified.

(Signed)

A. H. VERRET,  
*Secretary-Treasurer.*

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

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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. H. 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 construction 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. Shebbyn, 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'Eclairer, 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.

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.

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

I am, Gentlemen,

Your most obedient servant,

(Signed)

A. H. VERRET,

*Secretary-Treasurer.*

To Messrs. CHARLEBOIS, SHANLY & Co.,  
 Contractors, Montreal.

Certified.

(Signed)

A. H. VERRET,

*Secretary-Treasurer.*

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 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, 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 *bonâ 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.

Certified.

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

Harbour Commissioners' Office,  
Quebec, 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.	Amount.
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 79
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.....	460,000 00
P. Valin & E. O. Richard.....	405,000 00

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.....	\$349,733 79
From which the Commission would have to deduct, at the tenderers, price, 8,000 yards at 10 cents, item 3, p. 78.....	800 00
Making net amount of tender.....	<u>\$348,933 79</u>
Total amount of Larkin, Connolly & Co's. tender.....	\$350,953 89
Deduction of work done as above at 60 cents, the tenderers' price.....	4,800 00
Making net amount of tender.....	<u>\$346,753 89</u>

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 Hall, 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.

Certified.

(Signed) 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,  
*Secretary-Treasurer.*

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

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

Forward copy of last two lowest tenders for Graving Dock.

(Signed) F. BRAUN.

To A. WOODS.

Certified.

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

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

(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) P. LARKIN & Co.

To A. H. VERRET.

Certified.

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

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 be signed here. Deposit must be made in a Bank here to credit of Commissioners, and will bear interest.

(Signed)

A. H. VERRET,

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

Certified.

(Signed) 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.

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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 Quebec, and the tenders of Messrs. Larkin & Co., and of F. B. McNamee & Co.

I am, Sir,  
Your obedient Servant,  
(Signed) F. BRAUN,  
*Secretary.*

A. WOODS, Esq.,  
Chairman, Quebec Harbour Commissioners.

Certified.

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

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

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(By Telegraph, Toronto.)

August 6th, 1878.

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

(Signed) D. R. WILKIE,  
*Cashier.*

To Chairman Board of Harbour Commissioners.  
Quebec.

Certified.

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

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

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## RETURN

(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.

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## RETURN

(103)

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 respective 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.]

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## RETURN

(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.

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## 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.]

**RETURN**

(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.

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**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.]

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## RETURN

(108)

To an ORDER of the HOUSE OF COMMONS, dated 31st March, 1879;—That 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.

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## 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.*]

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# 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.

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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 down, 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 breeding-establishment was introduced.

The objects to be attained by the formation of such an establishment are two-fold :—

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.

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 excessive; 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 home 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,

(Signed)

ALEX. C. ANDERSON,

*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).

Mr. Birrell acting as Secretary, the following resolutions were carried:—

Mr. English proposed that the Dominion Government should be asked to make 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 salted 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 suitable 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 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

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.

SIR,—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 extension; 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 bailiffs 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.

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

SIR,—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. SCOTT,  
Secretary of State, Ottawa.

*Copy of a Report of a Committee of the Honorable the Executive Council, approved by 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 Lieutenant-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 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 respectfully 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 British 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.,  
(Signed) W. F. WHITCHER,  
for the Honorable Minister  
of Marine and Fisheries.

A. C. ANDERSON, Esq.,  
Inspector 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.

DEPARTMENT OF MARINE AND FISHERIES,  
FISHERIES BRANCH,  
OTTAWA, 28th May, 1878.

SIR,—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.

VICTORIA, 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 Overseer 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 Fisheries,  
Ottawa.

DEPARTMENT OF MARINE AND FISHERIES,  
FISHERIES 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.

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 8th 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 prohibited 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.

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 reply.

(Signed) T. R. McINNES, M.P.

To Hon. A. J. SMITH.

*Telegram.*

OTTAWA, 24th June, 1878.

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 Victoria, 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 Fisheries.

NEW WESTMINSTER, B.C.,  
9th August, 1878.

SIR,—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) J. H. HODGSON,

*Secretary to the Board of Cannery Proprietors.*

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 immediate steps may be taken in the matter.

I remain, dear Sir,

Yours faithfully,

(Signed) J. HAYES HODGSON,

*Secretary to Board of Cannery Proprietors.*

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 Honorable 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 trustworthy 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.

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

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

SIR,—I have the honor to transmit herewith return, statement and other documents 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 Harbor) 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 official 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 satisfactorily 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 Ooláhan 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 lower 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 Ooláhan 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 Ooláhan, 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 already 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-quái* of Fraser River.

2nd. Run about 20th June; 7 to 12 pounds; called by the natives *missaugh*, and corresponds apparently with the *suck-kái* 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 *kai-neesh*; and the *stum-maun* (*hun-run* 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-dlh* and corresponding apparently with the *tays-lay* of the Upper Skeena, 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

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 *Nâ-tâ* 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 Skeenâ 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 Skeenâ 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 confined 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 of 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 varying 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 Ohotsk, but the fish from that quarter are considered to be of a quality inferior to the Alaskan cod. Upon our own coast, while the value of the cod banks, from deficiency of 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 Westminster, 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, coujoined 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, how-

ever, 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 freighting 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 privileges, 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.

RETURN showing the Number and Value of Vessels, Boats, Nets, &c., in the Province of British Columbia, for the Year 1878.

NAME OF PLACE.	NAME OF FITTER-OUT.	VESSELS.			FISHING BOATS.			FLAT BOATS.			No. of Fishermen.	No. of Shoremen.	NETS AND SEINES.								
		No.	Tons.	Value.	No. of Sailors & Engineers.	No.	Value.	No.	Value.	SALMON NETS.			COLAHAN SEINES AND NETS.		SALMON SEINES.		HERRING NETS.		FISH SEINES.		
										Yards.			Value.	Yards.	Value.	Yards.	Value.	Yards.	Value.	Yards.	Value.
New Westminster, Fraser River.....	British Columbia Packing Co.....	30	1350	.....	.....	100	130	30	9000	4500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Near Mouth of Fraser River.....	Delta Company.....	37	1850	1 100	180	37	14000	7000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New Westminster, do	English & Co.....	27	810	2 400	108	250	27	6480	2700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Near Mouth of Fraser River.....	Ewen & Wise.....	26	1840	3 360	104	130	60	7800	7200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
New Westminster, do	Findlay, Durham & Brodie.....	20	700	1 150	80	150	50	12000	4000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	Holbrook & Co.....	20	900	1 100	80	300	60	22800	5700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	Samuel Herring.....	22	600	2 700	88	6	70	17500	4500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	John Ibbotson.....	5	200	.....	20	4	8	1800	1250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	Frederick Kaye.....	5	165	.....	20	40	12	600	960	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	King & Co.....	29	1160	3 440	120	225	50	12000	6000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do	Lane, Pike & Nelson.....	18	900	1 25	72	113	45	10800	6000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Burrard Inlet, do	Hanson & Rousler.....	1	45	.....	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Inverness, Skeena River, do	North-Western Commercial Co.....	30	1050	4 325	65	30	153	30000	6120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Aberdeen, Skeena River, do	Windsor Canning Co.....	13	468	.....	22	32	.....	708	354	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Nass River, do	Mr. Robertson.....	6	142	.....	8	4	2	320	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Alert Bay, do	Mr. Huson.....	2	80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Along the coast (estimated), do	Various Fishermen.....	75	7500	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		366	19760	18 2600	1200	1596	604	145608	56444	15	450	6	850	500	2	480	250	50	4000	.....	

(Signed) ALEX. C. ANDERSON, Inspector.

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

RETURN showing the Kinds, Quantities and Prices of Fish, in the Province of British Columbia, for the Year 1878.

NAME OF STATION.	NAME OF OWNER.	Salmon, cured.	Salmon, cans.	Salmon, Smoked, lbs. at 8c. per lb.	Haddock, quintals, value.	Halibut, Fresh, value.	Halibut, Smoked, value.	Herring, Smoked, brls., at \$10 per brl.	Assorted Fish, brls., at \$6 per brl.	Oolaban, barrels, brls., at \$6 per brl.	No. of Seal Skins, at \$1.50 each.	OILS.			Fish used as Manure, Herring refuse, at \$6 p. ton.	WHERE MARKETING.
												Dogfish, Porpoise and other Fish Oils, galls, at 40c. per gall.	Herring Oil, galls, at 50c. per gall.	Oolaban Oil, galls, at \$1 per gall.		
New Westminster, Fraser River.....	British Columbia Packing Co.	376	606000													
Near Mouth of Fraser River.....	Delta Company	260	792000													
New Westminster.....	English & Co.	375	824000													
do.....	Ewen & Wise	1155	657000													
Near Mouth of Fraser River.....	Findley, Durham & Brodie	320	378480													
New Westminster.....	Holbrook & Co.	300	576000													
do.....	Samuel Herring	50														
do.....	John Ibbotson	120														
do.....	Frederick Kaye	700														
do.....	King & Co.	335	651360													
do.....	Lane, Pike & Nelson	1070	659440													
Burrard Inlet.....	Hanson & Rouston			25				2000								
Inverness, Skeena River.....	North West's Commercial Co.	15	264000													
Aberdeen, Skeena River.....	Windsor Canning Co.		144000													
Alert Bay.....	Mr. Huson	258		15041												
Nass River.....	Mr. Robertson	41		1700												
Coast of British Columbia.....	Victoria Merchants, including Hudson's Bay Co.									118				1600		
Export, per Customs Return.											9593					
Local Consumption, Mills, Mines, &c.....																
Per Steamers, in ice, to San Francisco, Victoria and Esquimalt.....	Several Parties	100			100	3000	1200	50								
Total Product.....		5465	545280	16741	100	3000	25	50	118	9593	2000	150516	1600			
Total Value.....				800	100	3000	1200	50								

Add—Estimated Sales of Fresh Fish in Markets..... \$30,000 00  
do Fish Cured for private consumption..... 2,000 00

VICTORIA, B.C., 14th January, 1879. (Signed) ALEX. C. ANDERSON, Inspector.

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 RECAPITULATION of Return—Statement, British Columbia, 1878.

	\$	cts.
5,465 brls. salted salmon, at \$8 .....	43,720	00
5,452,880 lbs. canned salmon, 13½ cts.....	736,138	80
16,741 lbs. smoked salmon, at 8 cts. ....	\$1,339	28
(Not enumerated) smoked salmon, value.....	800	00
	<u>2,139</u>	<u>28</u>
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
	<u>1,450</u>	<u>00</u>
118 brls. salted Oolâhans, at \$8.....	.944	00
1,600 galls. Oolâhan oil, at \$1.....	1,600	00
2,000 galls. herring oil, at 50 cts.....	1,000	00
150,516 galls. dog-fish and other oils, at 40 cts .....	60,206	40
9,593 skins, fur-seal, at \$4.50 .....	43,168	50
Dried haddock, value .....	100	00
Fresh haddock, in ice, per steamers to San Francisco...	3,000	00
Estimated sales of fresh fish in markets.....	30,000	00
Estimated value of fish cured for private consumption.	2,000	00
	<u>\$925,766</u>	<u>98</u>
Return 1877.....	\$583,432	76
do 1878 .....	925,766	98
Increase.....	<u>\$342,334</u>	<u>22</u>

(Signed)            ALEX. C. ANDERSON,  
*Inspector.*

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

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 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.....	2,600	00
604 salmon nets, 145,608 yards .....	56,444	00
15 Oolâhan nets.....	450	00
6 salmon seines, 820 yards.....	500	00
2 herring nets, 480 yards.....	250	00
50 fish seines.....	4,000	00
	<u>\$90,604</u>	<u>00</u>

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.

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## 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.

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## 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 Isle, 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.*]

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## 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.

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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 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.

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 *vid* 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. 10½d, 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 one-quarter 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?

(Signed) MACKASEY & Co.

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) C. J. BRYDGES.

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.

(Signed) MACKASEY & CO.

C. J. BRYDGES, Esq.

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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 name of the steamer, and her class, for insurance.

(Signed) C. J. FRYDGES.

MACKASEY & Co.,  
Halifax.

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OTTAWA, 25th January, 1878.

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

(Signed) C. J. BRYDGES.

MACKASEY & Co.,  
Halifax.

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HALIFAX, 26th January, 1878.

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.

(Signed) MACKASEY & CO.

C. J. BRYDGES.

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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.

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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 consideration 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

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 *Toronto* to *Liverpool*, it would leave the steamer 5s. 6d. from Halifax, and out of that, steamer would have to pay hire, bag and bagging.

	<i>s. d.</i>
Grand Trunk proportion 45 per cent.....	5 6
Intercolonial proportion 2 per cent.....	1 3
Balance for steamer.....	5 6
	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.

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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.

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MONTREAL, 20th March, 1878.

DEAR SIR,—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,

(Signed) C. J. BRYDGES.

JOHN PORTEOUS, Esq.,  
Portland.

P. S. STEVENSON,  
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 \$540,354.22

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 out repairs 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 brakemen 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 :

For locomotive power.....	24.55
Car expenses.....	11.02
	35.57
Maintenance of way and works.....	15.02
	50.59

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 3.37-100 cents, gives \$18.90 as the cost of hauling a car-load that distance, or 37½ 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 trade 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 negotiation, taking the cost of carrying ( $\frac{2}{10}$  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 been 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 30th June, 1878, as against a train-mileage of 2,160,080 miles, was as follows:—

		Proportion expenditure freight-train mileage.	Percentage in cents.
	\$ cts.	\$ cts.	
Repairs to freight cars and vans.....	88,044 95	88,044 95	6 90
Wages of conductors and brakemen .....	\$99,878 83		
Deduct passenger conductors (31) .....	\$23,520 00		
To every passenger conductor deduct 1 baggage master and 2 brakemen—31 × 3 = 93 × \$4.23.....	39,339 00		
	62,859 00		
Oil and waste for packing.....	37,019 83	37,019 83	2 90
Miscellaneous.....	10,785 84	6,370 03	0 50
	15,643 24	9,238 77	0 72
	151,493 86		
Which gives a proportion as against freight-train mileage, 1,275,726 miles, of.....		140,673 58	11 02
Which gives a percentage in cents, per freight-train mile run, of 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- penditure, freight-train mileage.	Percentage in cents.
	\$ cts.	\$ cts.	
Wages for repairing roadway, fences, &c .....	275,231 09	162,549 28	12·74
Rails and fastenings .....	18,324 35	10,822 22	0 85
Sleepers .....	31,056 43	18,341 68	1·43
	324,611 87		
Which gives a proportion as against freight-train mileage, 1,275,726 miles, of .....		191,713 18	15 02
Which gives a percentage, in cents, of 15 02.			

Percentage per freight-train mile in cents:—

Locomotive power .....		24·55
Car Expenses:—		
Repairs to freight cars and vans .....	6 90	
Wages of conductors, &c .....	2·90	
Oil and waste for packing .....	0·50	
Miscellaneous .....	0·72	11 02
Maintenance, Way and Works:—		35·57
Wages, repairing roadway, &c .....	12·74	
Rails and fastenings .....	0·85	
Sleepers .....	1·43	15·02
		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.

(Signed) GEO. P. BLACK.

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.

(Signed) GEO. P. BLACK,

To Hon. CHAS. TUPPER,  
Minister Public Works.

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 26½ cents per quarter for grain, and 110½ 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.

OTTAWA, 3rd January, 1879.

*Memorandum.*

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 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 subject, prepared by his officers, is as

follows, viz.: Grain, per quarter (eight bushels),  $2\frac{1}{2}$  cents; other goods, per ton of 2,000 lbs., \$1.10 $\frac{1}{2}$ .

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 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, 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),  $26\frac{1}{2}$  cents.

Other goods, per ton of 2,000 lbs., \$1.10 $\frac{1}{2}$ .

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 Inter-colonial Railway 13 or 14 cents. You will remember that last year he offered one-third, 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 $\frac{1}{3}$  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 to 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 favor 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 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 *viâ* Halifax in such a way as to promote, 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 \$1.10 $\frac{1}{2}$  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, Esq.,  
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 \$0.26 $\frac{1}{2}$  per quarter for grain, and of \$1.10 $\frac{1}{2}$  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 SIR,—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 from 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) GEO. P. BLACK.

Hon. ALEX. MACKENZIE,  
Minister of Public Works.

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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 3½ 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.

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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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## RETURN

(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.

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## RETURN

(115)

To an ORDER 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.

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

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## RETURN

(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,  
OTTAWA, 16th April, 1879.

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## 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.]

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## RETURN

(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.

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## 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.]

## RETURN

(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.]

## RETURN

(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.

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## 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.]

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## RETURN

(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.

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[*In accordance with the recommendation of the Joint Committee on Printing the following portions only are printed.*]

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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

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 eastward 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 seizure has ever been made before, and that it has always been the custom for tugs of both countries to afford aid to shipwrecked vessels around the shores of the lakes and tributary rivers without molestation or obstruction, and this deponent would earnestly and respectfully ask that his steam-tug "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 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.]

(Signed) E. P. DORR,  
*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., Aetna Insurance Co.  
of Hartford, Ct.*

Mr. BOUTCHETTE,  
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 10½ o'clock wind hauled to south, and from that to south-west, 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 2½ 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 hereafter 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) DANIEL BIGELOW, *Mate.*

do CHAS. <sup>His</sup> × BERRY, *Seaman.*  
Mark.

(Signed) FRED. LEFEVRE,  
*Witness.*

In witness whereof, as well the said appearers as I, the said notary, have herunto 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 certify 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 20th 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. JOHNSON.

To Collector of Customs,  
Dunnville, Ont.

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(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.*

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OTTAWA, 5th Deccmber, 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.

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**REPORT of Seizure made by A. Brownson, Collector, at Port Maitland, Port of Dunnville, Ontario, for the Quarter ended 31st December, 1874.**

Time of Seizure, and when delivered to the Collector.	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, Quality and Country of the Goods, Vessel, Carriage, &c.	Probable value of Goods, Vessels, Carriage, &c., respectively.	Whether claimed or not with the state of the proceedings if claimed, with other general observations and amount of expenses incurred.
Dec. 2nd, 1874, 3.30 p.m.	A. Brownson, Collector.	Port Maitland; R. L. Byers; Violation of Revenue Laws; 22 Vic., cap. 17, secs. 11 and 13 and sub-sections.	One Steam Tug .....	\$ 4,000	

CUSTOM HOUSE, DUNNVILLE.

(Signed) A. BROWNSON,  
Collector.

QUESTIONS

To be answered by Officers making seizures, and which are referred to in the 20th 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 Customs, concerned in making the Seizure
  - 3.—The quantity and quality of the goods, of what country they are the production and how the fact is ascertained
  - 4.—Particular circumstances which led to the Seizure, and the cause of Forfeiture, and whether by information or not
  - 5.—State the Act or Acts of Parliament, specifying the sections thereof under which the seizure is considered liable to forfeiture
  - 6.—Whether attended with any attempt to rescue, and if any, state all the particulars
  - 7.—The probable value of the vessel, goods, &c., respectively
  - 8.—If the vessel in which the goods were imported is seized, state her name and that of her master, of what country, from what place, by whom owned, and her burthen according to British丈量, and if British, when and where registered
  - 9.—If the goods were seized on board any vessel, state her name and that of the master, of what country she is, and her burthen according to British丈量, from whence, whether the goods were reported by the master, and if not, whether there is reason to believe they were purposely omitted
  - 10.—If the goods were seized in boats or other vessels employed in the unshipping or landing the goods, state out of what vessel they were taken, with the names of the persons concerned in the transaction
  - 11.—If the goods were seized on shore, 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
  - 12.—If seized in any building or any other premises, state by whom the same are occupied, and whether there is reason to believe the occupiers were privy to the goods being lodged there and the grounds thereof, or by whom they were lodged, or in whose possession they were at the time of seizure
  - 13.—State whether the parties, from their situation in life, will be enabled to pay the penalty, and whether they have ever before been guilty of a similar offence
  - 14.—State if any claim has been made for the goods, and if you desire the property seized to be prosecuted to conviction. If so, furnish the names of witnesses and other particulars useful in the prosecution
- NOTICE.—The amount of law expenses and all charges incurred up to the time of reporting the seizure.
- A copy of the "Entry" to be enclosed—when such has been made.

ANSWERS.

December 2nd, 1874, 3.30 p.m.

A. Brownson, Collector.

A Steam Tug, United States of America. Information; for not making report inward and outward on two separate occasions between the 23rd day of November and the 2nd December, and discharging goods and working in the harbor contrary to prohibition of Collector.

22 Vic., cap. 17, secs. 11 and 13 and sub-sections.

\$4,000.

"Sarah E. Bryant"; American; Buffalo; R. L. Byers; 38 tons.

No Goods.

Port Maitland Harbour.

Yes.

He intends to make application to the Customs Department.

(Signed) A. BROWNSON, Seizing Officer.

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*(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.*

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*(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.

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*(Telegram.)*

OTTAWA, 8th December, 1874.

Collector of Customs,  
Dunnville.

Yes, the plan is satisfactory.

J. JOHNSON.

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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. H. CARTER.

A. BROWNSON, Esq.,  
Dunnville.

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STROMNESS, December 14th, 1874.

SIR,—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 am ready

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,

(Signed)

W. J. AIKINS.

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, solemnly 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

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 a moment 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. BYERS.

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,  
Ottawa.

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 SIR,—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.,  
(Signed) JOHN W. GORDON.

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.

## RETURN

(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.

DESCRIPTION OF ARTICLES.	RECEIVED.			FORWARDED.			
	1877.	Equal Cars.	1878.	Equal Cars.	1878.	Equal Cars.	
Horses .....	No.	36	3	20	2	104	9
Horned Cattle .....	"	18	1	6	1	170	11
Sheep .....	"	30	1			161	1
Calves .....	"	1		1		5	
Deals, Scantling and Boards... S. Ft.		24,000	3	34,000	4	86,958	109
Timber, 40 cubic feet..... Tons.		10	1				
Masts and Spars..... No.							
Tan Bark..... Cords						8	1
Shingles..... Mille.				113	2		
Coal..... Tons.				13	1	10	1
Stone..... " "		101 1/2	10	194	19	384	38
Lime and Cement..... Brls.		7,122	107	4,360	65		
Bricks..... No						14,000	4
Iron and Copper, in boxes, Bolt, Pig and Scrap, and Castings..... Lbs.		7,347,960	367	19,996,999	1,000	389,710	19
Oil..... Brls.		1,446	25	937	16	11,720	199
Apples..... " "							
Flour..... " "		41	1	50	1	533,177	5,332
Meal..... " "				8		58,477	585
Flour, bags: Oat, Corn, Rye, and Buckwheat Meal, .... Lbs.		1,816		1,450		2,033,345	102
Oats..... Bush.		8,869	15	357	1	194,594	331
Wheat..... " "		24		9		1,021	3
Barley..... " "		1 1/2		362	1	2,230	5
Potatoes..... " "		65,035 1/2	195	26,970	80		
Turnips, Beets and Carrots.... " "				5			
Corn, Peas and Beans..... " "		20		84 1/2		5,518	16
Butter and Cheese..... Lbs.		261,410	13	233,690	12	826,030	41
Hay..... Tons.						90	10
Eggs..... Brls.		147	1 1/2	136 1/2	1		
Fish..... " "		4,242	64	4,635	70	198	3
" Dried..... Lbs.		795,941	40	613,301	30		
" Preserved, in cans..... " "		673,584	34	791,290	40		
" Fresh, of all kinds..... " "		359,165	18	1,152,814	58		
Oysters..... Brls.		5,103	51	7,822	78		
Molasses..... P'hs.		604	45	307	23	7	1
"..... Brls.		30	1	18	1		
Sugar..... Hhgs.		506	46	211	19	3	
"..... Brls.		51	1	26	1	9	
Pork, salt..... Brls.		23		6		3,660	55
" Fresh..... Lbs.		121,099	6	88,519	4	272,900	14
Beef and other meat, fresh.... " "		15,892	1	23,831	1	2,035,371	102
" Salt..... Brls.				2		1,433	21
Hides and Skins..... Lbs.		192,318	10	302,820	15	25,540	1
Leather..... " "		217,510	11	313,223	16	80,215	4
Dry Goods, Hardware, Liquors, Groceries, and merchandize of all kinds, not enumerated " "		10,241,859	{ 512 } { 1,582 }	33,402,236	{ 1,670 } { 3,230 }	43,079,192	{ 2,154 } { 9,172 }

E. & O. E

(Signed) THOS. FOOT,  
*Accountant, Intercolonial Railway.*  
 " D. POTTINGER.  
 " J. J. WALLACE,  
*Traffic Auditor.*

MONCTON, N.B., 28th March, 1879.

**R E T U R N**

(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.

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

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## RETURN

(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 relinquished 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.

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### 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 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 Shinguacouse Nebenaigoching, Keokouse, Mishequonga, Tagawinini, Shabokishick, Dokis, Ponekeosh, Windawtegowinini, Shawenakeshick, Namassin, Naoquagabo, Wabakekik, Kitchepossigun by Papasainse, Wagemaki, Pamequonaisheung, Chiefs; and John Bell, Paqwatchinini, Mashekyash, Idowekesis, Waquacomick, Ocheek, Metigomin, Watachewana, Minwawapenasse, Shenaoquom, Oningegun, Panaissey, Papasainse, Ashewasega, Kageshawawetung, Shawonebin; and also Chief Maisquaso (also Chiefs Muckata, Mishoquet 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

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 land to commence seven 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 Nekicksbegehshing, six miles from east to west, by three miles in depth.

THIRD—Kitheposkissegan (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 Wanabekineyunning 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.

SIXTEENTH—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.

Signed, sealed and delivered at Sault Ste. Marie, the day and year first above written, in presence of—	(Signed)	W. B. ROBINSON	his	
ASTLEY P. COOPER,		SHINGUACOUSE,	+ mark.	[L. S.]
GEORGE IRONSIDE,	<i>Capt. Rifle Brig.</i>	NEBENAIGOCHING,	his +	[L. S.]
F. W. BALFOUR,	<i>S. I. Affairs.</i>	KEOKOUSE,	+ mark.	[L. S.]
ALLAN MACDONELL.	<i>Lieut. Rifle Brig.</i>	MISHEQUONGA,	his +	[L. S.]
GEO. JOHNSTON,	<i>Interpreter.</i>	TAGAWININI	his +	[L. S.]
LOUIS CADOTT.		SHABORESHICK,	his +	[L. S.]
J. B. ASSINKINACK.		DOKIS,	his +	[L. S.]
T. W. KEATING.		PONEKEOSH,	his +	[L. S.]
JOS. WILSON.		WINDAWTEGOWININI,	his +	[L. S.]
		SHAWENEAKSHICK,	his +	[L. S.]
		NAMASSIN,	his +	[L. S.]
		MUCKATA MISHAQUET,	his +	[L. S.]
		MEKIS,	his +	[L. S.]
		MAISQUASO,	his +	[L. S.]
		NAOQUAGABO,	his +	[L. S.]
		WABOKEKICK,	his +	[L. S.]
			mark.	

KITCHEPOSSEGUN, by Papasainse)	his + mark.	[L. S.]	OCHEEK,	his + mark.	[L. S.]
WAKEMAKE,	his + mark.	[L. S.]	METIGOMIN,	his + mark.	[L. S.]
PAMEQUONAISHOUNG,	his + mark.	[L. S.]	WATACHEWANA,	his + mark.	[L. S.]
JOHN BELL,	his + mark.	[L. S.]	MINEWAWAPENASSE,	his + mark.	[L. S.]
PAQWATCHININI,	his + mark.	[L. S.]	SHENAOQUM,	his + mark.	[L. S.]
MASHEKYASH,	his + mark.	[L. S.]	ONINGEGUN,	his + mark.	[L. S.]
IDOWEKESIS,	his + mark.	[L. S.]	PANAISSEY,	his + mark.	[L. S.]
WAQUACOMICK,	his + mark.	[L. S.]	PAPASAINSE,	his + mark.	[L. S.]
MISHOQUETTO,	his + mark.	[L. S.]	ASHEWASEGA,	his + mark.	[L. S.]
ASA WASWANAY,	his + mark.	[L. S.]	KAGISHEWAWETUNG, (by Baboncung)	his + mark.	[L. S.]
PAWISS,	his + mark.	[L. S.]	SHAWONEBIN,	his + mark.	[L. S.]

Witness to signatures of Muckata Mishaquet, Mekis, Mishoquetto,  
Asa Waswanay, and Pawiss—

T. G. ANDERSON, S. J. 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 inhabiting the Northern Shore of Lake Superior, in the said Province of Canada,

from Batchewanang 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 sole 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 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 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 written, in presence of—

(Signed)

GEORGE IRONSDALE,

*S. I. Affairs.*

ARTHUR P. COOPER,

*Capt. Com. Rifle Brig.*

H. M. BALFOUR,

*2nd Lieut, Rifle Brig.*

JOHN SWANSON,

*C. F. Hon. Hud. Bay Co.*

GEORGE JOHNSTON,

*Interpreter.*

F. W. KEATING,

(Signed)

W. B. ROBINSON.

JOSEPH PEAN-DE-CHAT,

his  
+ [L. S.]  
mark.

JOHN MINWAY,

his  
+ [L. S.]  
mark.

MISHE-MUCKQUA,

his  
+ [L. S.]  
mark.

TOTOMINAI,

his  
+ [L. S.]  
mark.

JACOB WAPELA,

his  
+ [L. S.]  
mark.

AH-MUCHTHINAGALON,

his  
+ (L. S.)  
mark.

MICHEL SHELAGESHICK,

his  
+ [L. S.]  
mark.

MANITOU SHAINSE,

his  
+ [L. S.]  
mark.

CHIGINANS,

his  
+ [L. S.]  
mark.

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-Secretary.*

The Honorable

The Secretary of State,

(Indian Branch) Provinces, Ottawa.

*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 many currents (Fort William), who write; we, the Chiefs of our Tribe.

Yes; surely is our petition deserving 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 comparatively 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 ceded 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 occurred 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.

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REQUEST OF FORT WILLIAM INDIANS, LAKE SUPERIOR, TO HIS  
EXCELLENCY THE GOVERNOR GENERAL.

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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.

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*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.

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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.

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*(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 two-thirds 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 two-thirds of those numbers, the annuity shall be diminished in proportion to their actual numbers.

Reference to the annuity pay-lists having been made, it appears that the rate per head to the Lake Huron Indians has latterly been \$1.10, and to those of Lake Superior, \$1.49½.

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 confederation, 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, Toronto, 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

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 \$1.49½ as recently paid, and \$4 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,  
&c., &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.

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,  
TORONTO, 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 approved by His Excellency the Lieutenant-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 HOUSE,  
TORONTO, 31st December, 1874.

SIR,—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 in 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 OF 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 received 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 cord-wood, 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 circumstances 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.

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) C. 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 £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 memorandum 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.

(Signed)

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

The Honorable  
 The Minister of the Interior,  
 &c., &c.

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. BORRON, 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 suffer 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.

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

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.

I 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 11th 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 11th 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 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 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 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 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 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 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.....	2,400	
		7,564

Lake Superior Indians—

1,230, at \$4 per head .....	4,920	
Less present annuity.....	2,000	
		2,920

Total.....		10,484
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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 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 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 .....	\$9,964	
Less present annuity.....	2,400	
		7,564

Lake Superior Indians—

1,230, at \$4.00 per head.....	\$4,920	
Less present annuity.....	2,000	
		2,920

Total .....		<u>\$10,484</u>
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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 be 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	
		\$7,564

Lake Superior Indians—

1,230 at \$4 per head .....	\$4,920	
Less present annuity .....	2,000	
		2,920

Total.....		<u>\$10,484</u>
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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 "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 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.

SIR,—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.,

(Signed) E. A. MEREDITH.

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 Confederation 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 I 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.I.A.

The Honorable

The Minister of the Interior,  
Indian Branch, Ottawa.

INDIAN BRANCH AGENCY,  
SAULT STE. MARIE, 9th Sept., 1878.

SIR,—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.

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 pay-lists to the Indian Department.

I have the honor to be, Sir,

Your obedient servant,

(Signed) C. SKENE,

*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,

(Signed) JAMES BISSETT.

E. A. MEREDITH, Esq.,  
Ottawa.

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) L. VANKOUGHNET.

To JAMES BISSETT,  
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., enclosing 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.

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 increase to the annuities to the Indians, by the Robinson Treaty, as directed by your letter, No. 5,945, 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.	\$ cts.
244 00	Parry Island .....	61	96	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 00	Cochais.....	127	94	120 38	3 06	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 intended 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 doubtfully 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 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.

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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.

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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 required 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.

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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.

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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.

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DEPARTMENT OF CROWN LANDS,

TORONTO, 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 \$382,000 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) T. B. PARDEE,

*Commissioner.*

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TORONTO, 9th December, 1875.

SIR,—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 addresssd 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.

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., Governor-General of Canada, in Council, Ottawa.*

The petition of the undersigned Chiefs and principal men of the Indian Bands, inhabiting 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 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 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 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 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 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 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 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

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 1859 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 Pioneer*, 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.,

(Signed) E. A. MEREDITH,

*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 Honourable 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, inhabiting 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 hundred and fifty, the Indian bands represented by your petitioners, 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 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."

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 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 and 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.

ANAWICOONCE, Chief,	+	THE DOWE,	+
SHIBAGIJK,	+	THE DOWE,	+
MAINGAN, Chief Warrior,	+	JOSEPH GABOW,	+
GANJANJINCE,	+	PENECHEN,	+
KEKEKOUCE,	+	JOSEPH ACKAKOGON,	+
J. B. AMADJIWEJJK,	+	CHAN MEMITOAHKANG,	+
KIKEKOUCE, CHAS.,	+	ANGELIQUE CRAWFORD,	+
NAWAKIMAGIJABOU,	+	ODOSKWEIAP,	+
XAIREE BIJKINCE,	+	JOHN CHECKEG,	+
WABIGEKAK,	+	ENWAOSAY,	+
AUTEVAIN,	+	MANI PIBAMIKAWAY,	+
GAWBOW,	+	FRANCIS ASIMWAY,	+
ASENISUE,	+	ANGELIQUE PEPAMIKAWE,	+
PABAMIKAWE,	+	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.

OTTAWA, 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 Lands,  
Toronto.

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.

TORONTO, 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, 1877, 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.*

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*Copy 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.

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## 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.

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## 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.]

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**R E T U R N**

(130)

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.

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**R E T U R N**

(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 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.*]

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## 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.

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## 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.]

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## RETURN

(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.

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## 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.]

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## RETURN

(136)

To an ORDER of the HOUSE OF COMMONS, dated 24th March, 1879;—For copies of all papers, Reports, correspondence 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,  
OTTAWA, 25th April, 1879.

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## 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 Printing, the above Returns are not printed.]

**R E T U R N**

(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.

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**R E T U R N**

(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.]

## RETURN

(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.

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## 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.]

# RETURN

(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.

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

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## 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.

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*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 dated 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.

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### *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.

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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 £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."

(Signed) S. L. TILLEY,  
*Minister of Finance.*

FINANCE DEPARTMENT,  
OTTAWA, 10th April, 1879.

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## 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.

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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.

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 arrival of the ice-boats. 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 2,200 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 hereafter be found necessary 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, 13½ 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, 11½ miles, with two trial lines to Freetown Station, 3½ miles, and 4 miles in lengths. From Cape Traverse to Summerside, 15½ miles; from Sea Cow Head, in the direction of Summerside, 3½ miles, and a measurement of the County Line Road from Victoria and Crapaud to the County Line Station, 11½ miles.

Estimates have been made of the following lines:—

*On the main land.*

Cape Jourimain to Amherst <i>via</i> Tidnish, 34.07 miles, estimated cost.....	\$290,635
Cape Jourimain and Amherst, <i>via</i> Goose Lake 32.10 miles, estimated cost.....	285,772
Cape Jourimain and Aulac, 31.33 miles, estimated cost	280,776
Pugwash and Thompson, 15.30 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
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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  $2\frac{1}{2}$  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  $15\frac{1}{2}$  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 Gaspereux 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 Planche 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,  $30\frac{1}{2}$  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 shows very nearly the amount of work necessary to construct the line. It is intended to leave the line *via* 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 Fundy, 96 feet above the sea. It then descends in a south-westerly direction to the south flank 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 Creek at the twelfth mile. Thence bending sharply to the north it follows round the north margin of the flats, and reaches Pugwash Harbour on the west side at 15½ 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 Halifax 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 still 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.

TABLE of Distances and Time from Halifax to Charlottetown, and St. John to Charlottetown.

Stations.		Railway.	Water.	Total.	Time.
From	To	Miles.	Miles.	Miles.	
H. M.					
Halifax :—	Charlottetown :—				
Halifax.....	Pictou.....	113		113	5 10
Pictou.....	Georgetown.....		43½	43½	3 45
Georgetown.....	Charlottetown.....	46		46	3 00
		159	43½	202½	11 55
Halifax :—	Charlottetown :—				
Halifax.....	Pictou.....	113		113	5 10
Pictou.....	Charlottetown.....		50	50	4 30
		113	50	163	9 40
Halifax :—	Charlottetown :—				
Halifax.....	Thomson.....	103		103	4 18
Thomson.....	Wallace.....	19		19	0 52
Wallace.....	Charlottetown.....		37	37	3 25
		122	37	159	8 35
Halifax :—	Charlottetown :—				
Halifax.....	Thomson.....	103		103	4 18
Thomson.....	Pugwash.....	15½		15½	0 42
Pugwash.....	Charlottetown.....		42½	42½	3 45
		118½	42½	161½	8 45
Halifax :—	Charlottetown :—				
Halifax.....	Pugwash.....	118½		118½	5 00
Pugwash.....	Victoria.....		27	27	2 25
Victoria.....	Charlottetown.....	43½		43½	2 49
		162½	27	189½	10 14
Halifax :—	Charlottetown :—				
Halifax.....	Amherst.....	138		138	5 40
Amherst.....	Cape Jourmain.....	32		32	1 30
Cape Jourmain.....	Cape Traverse.....		9½	9½	0 47
Cape Traverse.....	Charlottetown.....	43		43	2 48
		213	9½	222½	10 45
St. John :—	Charlottetown :—				
St. John.....	Shediac.....	108		108	5 00
Shediac.....	Summerside.....		40	40	3 30
Summerside.....	Charlottetown.....	49		49	2 35
		157	40	197	11 05
St. John :—	Charlottetown :—				
St. John.....	Amherst.....	138		138	6 00
Amherst.....	Cape Jourmain.....	32		32	1 30
Cape Jourmain.....	Cape Traverse.....		9½	9½	0 47
Cape Traverse.....	Charlottetown.....	43		43	2 48
		213	9½	222½	11 05

TABLE of Distances and Time from Halifax to Charlottetown, and St. John to Charlottetown.—*Concluded.*

Stations.		Railway.	Water.	Total.	Time.
From	To	Miles.	Miles.	Miles.	
St. John :—	Charlottetown :—				H. M.
St. John.....	Thomson.....	173		173	7 54
Thomson.....	Pugwash.....	15½		15½	0 42
Pugwash.....	Victoria.....		27	27	2 25
Victoria.....	Charlottetown.....	43¾		43¾	2 49
		232¼	27	259¼	13 50
St. John :—	Charlottetown :—				
St. John.....	Thomson.....	173		173	7 54
Thomson.....	Pugwash.....	15½		15½	0 42
Pugwash.....	Charlottetown.....		42¾	42¾	3 45
		188½	42¾	231¼	12 21
St. John :—	Charlottetown :—				
St. John.....	Pugwash.....	173		173	7 54
Pugwash.....	Wallace.....	19		19	0 52
Wallace.....	Charlottetown.....		37	37	3 25
		192	37	229	12 11

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—9½ 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 Cape 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 steamer; 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?
39. 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 out 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, uninterrupted, 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 to stop 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.
29. 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 October, 1878.

1. 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 reefs ; 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 south-west.
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 Jourmain 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 winds.
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 1½ 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" Allen'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.

PUGWASH, 1st November, 1878.

Q. What is your name?—James Seaman.

Q. Where do you live?—At Seaman'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 cut?—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.

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 north-east 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?—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. Board-ice 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 of 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 of 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 open, 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 prevailing 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 Island 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.

25. Don't know of any such place.

26. Yes it can be improved. Trips should not be made with less than two boats in company. An assortment of boats should be supplied for different kinds of ice. High towers with lights, signal balls, and fog horns, would be very useful. Boat-house, 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 2½ 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. Two 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, Carther'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. A 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.  
 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 3½ 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. With wind on the board-ice; could steamer approach to land passengers?—She could, but not if the wind was blowing with a slant on the ice.

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 Bayfield's charts; this should be surveyed and certified on the charts. A reef and a sand-bar 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.

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 ice 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

(via Tidnish, New Brunswick and Nova Scotia).

Main River ..... 34.07 miles.  
Wharf and Sidings..... 1.73 "

ESTIMATE, APRIL, 1879.

Quantity.		Description.	Rate.	Amount.	Total.
			\$ cts.	\$	\$
<i>Right of Way.</i>					
250	Acres	Land, at from \$10 to \$100 per acre.....			8,130
<i>Clearing and Grubbing.</i>					
12½	do	Clearing.....	20 00	2,520	
35	do	Grubbing.....	50 00	1,750	4,270
<i>Fencing.</i>					
2	Miles	Board fencing.....	2 75	550	
66.14	do	Rail do.....	1 30	8,598	9,148
<i>Grading.</i>					
10,380	C. yards	Rock excavation.....	1 00	10,380	
115,641	do	Earth do in cuttings.....	0 23	26,598	
136,878	do	do do side cuttings and ditches.....	0 18	24,638	61,616
<i>Bridging.</i>					
46	.....	Trestle culverts.....			
6	.....	Bridges and trestles.....			15,086
<i>Crossings.</i>					
23	.....	Public road crossings.....		2,065	
101.	.....	Farm do.....		1,515	3,580
Carried forward.....					

CAPE JOURIMAIN AND AMHERST RAILWAY—*Continued.*ESTIMATE, APRIL, 1879—*Continued.*

Quantity.		Description.	Rate.	Amount.	Total.
			\$ cts.	\$	\$
		Brought forward.....			
		<i>Steel Rails and Fastenings.</i>			
3,079	Tons.	Steel rails (55 lbs per yard) at.....	27 00	83,133	
90	do	do fish plates.....	27 00	2,430	
108	do	Spikes.....	58 00	6,264	
27	do	Bolts.....	65 00	1,755	
					93,582
		<i>Ties.</i>			
78,760	Each.	Ties.....	0 08		6,300
		<i>Track-Laying and Ballasting.</i>			
3,580	Miles.	Track-laying (including sidings).....	200 00	7,160	
80,550	C. yards	Ballasting.....	0 35	28,193	
					35,353
		<i>Station Buildings.</i>			
3		Passenger and freight-houses (combined) at Cape Jourimain, Port Elgin, Baie Verte.....		3,060	
2		Turn tables and sheds at Cape Jourimain and Amherst.....		2,000	
3		Tanks and houses.....		1,500	
3		Coal sheds.....		1,500	
3		Platforms.....		300	
7		Platform stations.....		700	
					9,000
		<i>Telegraph.</i>			
34.07	Miles.	Telegraph.....	100 00		3,407
		Engineering and contingencies, 16½ per cent.....			41,163
		Total.....			290,633
		Or \$8,530 per mile, including track on wharf and sidings.			
		<i>Wharf at Cape Jourimain.</i>			
73,574	C. yards	Wharfing.....	2 00		147,148
		Total in New Brunswick and Nova Scotia <i>vid</i> Tidnish.....			437,783

(Signed) HENRY H. MACLEOD.

CAPE JOURIMAIN AND AMHERST RAILWAY.

(Via Goose Lake, New Brunswick and Nova Scotia.)

Main River.....31.10 miles.  
Wharf and Sidings ..... 1.50 do

ESTIMATE, APRIL, 1879.

Quantity.		Description.	Rate.	Amount.	Total.
		<i>Right of Way.</i>	\$ cts.	\$	\$
237	Acres.	Land, at from \$5 to \$100 per acre.....			7,480
		<i>Clearing and Grubbing.</i>			
135	Acres.	Clearing.....	20 00	2,700	
40	do	Grubbing.....	50 00	2,000	4,700
		<i>Fencing.</i>			
2	Miles.	Board fencing.....	275 00	550	
62.20	do	Rail fencing.....	130 00	8,086	8,636
		<i>Grading.</i>			
10,380	C. yds.	Rock excavation.....	1 00	10,380	
113,202	do	Earth excavation in cuttings.....	0 23	26,036	
164,439	do	do side-cuttings and ditches.....	0 18	29,599	66,015
		<i>Bridging.</i>			
45		Trestle-culverts.....			
3		Bridges and trestles.....		15,363	15,363
		<i>Crossings.</i>			
17		Public road crossings.....		1,606	
100		Farm crossings.....		1,500	3,106
		<i>Steel Rails and Fastenings.</i>			
2,890	Tons.	Steel rails (55 lbs. per yard).....	27 00	78,030	
84	do	Steel fish-plates.....	27 00	2,268	
101	do	Spikes.....	58 00	5,858	
26	do	Bolts.....	65 00	1,690	87,846
		<i>Ties.</i>			
73,920	Each.	Ties.....	0 08		5,914
		<i>Track-Laying and Ballasting.</i>			
33.60	Miles.	Track-laying (including sidings).....	2 00	6,720	
75,600	C. yds.	Ballasting.....	0 35	26,460	33,180
		Carried forward.....			

CAPE JOURIMAIN AND AMHERST RAILWAY.—Continued.

ESTIMATE, APRIL, 1879—Continued.

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$	\$
	Brought forward.....			
	<i>Station Buildings.</i>			
3	Passenger and freight-houses combined, at Cape Jourimain, Port Elgin and Baie Verte.....		3,000	
2	Turn-tables and sheds, at Cape Jourimain and Amherst.....		2,000	
3	Tanks and houses.....		1,500	
3	Coal-sheds.....		1,500	
3	Platforms.....		300	
5	Platform stations.....		500	8,800
	<i>Telegraph.</i>			
32-10	Miles. Telegraph.....	100 00		3,210
	<i>Engineering and Contingencies.</i>			
	17 per cent.....			41,522
	Total.....			285,772
	Or \$8,902 per mile, including track on wharf and sidings.			
	<i>Wharf at Cape Jourimain.</i>			
73,574	C. yds. Wharfing.....	2 00		147,148
	Total in New Brunswick and Nova Scotia, via Goose Lake.....			432,920

(Signed)

HENRY H. MACLEOD.

CAPE JOURIMAIN AND AULAC RAILWAY, NEW BRUNSWICK.

Main Line..... 31.33 miles.  
 Wharf and Sidings..... 1.67 "

ESTIMATE, APRIL 1879.

Quantity.		Description.	Rate.	Amount.	Total.
			\$ cts.	\$	\$
<i>Right of Way.</i>					
234	Acres	Land, at from \$10 to \$80 per acre.....			8,210
<i>Clearing and Grubbing.</i>					
91	do	Clearing.....	20 00	1,820	3,020
24	do	Grubbing.....	50 00	1,200	
<i>Fencing.</i>					
2	Miles	Board fencing .....	275 00	550	8,436
60-66	do	Rail do .....	130 00	7,886	
<i>Grading.</i>					
13,732	C. yds.	Rock excavation.....	1 00	13,732	65,128
113,288	do	Earth do in cutting .....	0 23	26,056	
140,778	do	do do in side cutting and ditches.....	0 18	25,340	
<i>Bridging.</i>					
51	.....	Trestle-culverts.....	}	}	14,992
2	.....	Bridges and trestles.....			
<i>Crossings.</i>					
19	.....	Public road crossings.....		1,806	3,531
115	.....	Farm crossings.....		1,725	
<i>Steel Rails and Fastenings.</i>					
2,838	Tons	Steel rails (55 lbs. per yd.) .....	27 00	76,626	86,234
83	do	do fish-plates.....	27 00	2,241	
99	do	Spikes.....	58 00	5,742	
25	do	Bolts.....	65 00	1,625	
<i>Ties.</i>					
72,800	Each	Ties.....	0 08		5,808
<i>Track-laying and Ballasting.</i>					
33	Miles.	Track-laying (including siding).....	200 00	6,600	32,588
74,250	C. yds.	Ballasting.....	0 35	25,988	
Carried forward.....					

CAPE JOURIMAIN AND AULAC RAILWAY NEW BRUNSWICK—Continued.

ESTIMATE, APRIL, 1879—Continued.

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$	\$
	Brought forward .....			
	<i>Station Buildings.</i>			
3	Passenger and freight-houses combined at Cape Jourimain, Port Elgin and Baie Verte.....		3,000	
2	Turn-tables and sheds, at Cape Jourimain and Aulac.....		2,000	
3	Tanks and houses.....		1,500	
3	Coal-sheds.....		1,500	
3	Platforms.....		300	
6	Platforms and stations.....		600	
				8,900
	<i>Telegraph.</i>			
31.33	miles Telegraph.....	100 00		3,133
	Engineering and contingencies, 17 per cent.....			40,796
	Total.....			280,776
	Or \$8,961 per mile, including track on wharf and sidings .....			
	<i>Wharf at Cape Jourimain.</i>			
73,574	O. yds. Wharfing.....	2 00		147,148
	Total in New Brunswick <i>via</i> Aulac.....			427,924

(Signed)

HENRY H. MACLEOD.

PUGWASH AND THOMPSON RAILWAY, NOVA SCOTIA.

Main Line ..... 15.5 miles.  
 Sidings..... 0.50 mile.

ESTIMATE, APRIL, 1879.

Quantity.		Description.	Rate.	Amount.
			\$ cts.	\$
30	Acres	Clearing.....	20 00	600
47	do	do .....	15 00	705
163,747	C. yds.	Earth work .....	0 23	37,662
20,000	do	Ditching and borrowing .....	0 18	3,600
775	L. feet	Trestling.....	8 00	6,200
1	.....	Trestle culvert .....		80
270	C. yds.	3rd class masonry.....	4 00	1,080
10	Acres	Grubbing.....	50 00	500
2	Miles	Fencing .....	275 00	550
29	do	do .....	130 00	3,770
36,000	C. yds.	Ballasting .....	0 35	12,600
35,200	Each	Ties.....	0 08	2,816
16	Miles	Steel rails, 55 lbs. per yard, and fastenings.....	2,610 00	41,760
16	do	Tracklaying .....	200 00	3,200
127	Acres	Right of way .....	30 00	3,810
155	Miles	Telegraph .....	100 00	1,550
		Station buildings.....		7,000
10	.....	Public road crossings.....	100 00	1,000
		Engineering and contingencies, 20 per cent.....		25,790
		Total .....		154,183
		Or \$9,947 per mile, including sidings.		
		Wharf at Pugwash .....		7,000
		Total.....		161,183

(Signed) HENRY H. MACLEOD.

PUGWASH AND RIVER PHILIPS STATION RAILWAY, NOVA SCOTIA.

Main Line..... 18.50 miles.  
 Sidings..... 1.50 "

ESTIMATE, APRIL, 1879.

Quantity.		Description.	Rate.	Amount.
			\$ cts.	\$
78	Acres	Clearing .....	20 00	1,560
39	do	do .....	18 00	702
15	do	Grubbing .....	50 00	750
2	Miles	Fencing .....	275 00	550
35	do	do .....	130 00	4,550
102,040	C. yds.	Earthwork in cuttings .....	0 23	23,470
45,887	do	do ditching and borrowing .....	0 18	8,260
12,000	do	Rock excavation .....	1 00	12,000
500	do	2nd class masonry .....	5 00	2,500
500	L. feet.	Bridging on piles.....	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.....	0 35	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	do	Farm crossings .....	15 00	600
150	Acres	Right of way .....	30 00	4,500
		Station buildings, &c .....		8,000
18½	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)

HENRY H. MACLEOD.

CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY, PRINCE EDWARD ISLAND.

Main Line.....11.44 miles.  
 Wharf and Sidings..... 0.80 do

ESTIMATE, MARCH, 1879.

Quantity.	Description.		Rate.	Amount.	Total.
<i>Right of Way.</i>					
			\$ cts.	\$ cts.	\$
15.71	Acres...	Cleared land.....	60 00	943 00	
49.03	do ...	do .....	40 00	1,961 00	
19.30	do ...	Wooded land.....	20 00	386 00	3,290
<i>Clearing and Grubbing.</i>					
19	Acres...	Clearing.....	20 00	380 00	
6	do ...	Grubbing.....	50 00	300 00	680
<i>Fencing.</i>					
22.88	Miles.....	Fencing (one side).....	130 00		2,975
<i>Grading.</i>					
7,550	C. yds...	Rock excavation.....	1 00	7,550 00	
26,369	do ...	Earth excavation in line cuttings.....	0 20	7,274 00	
40,970	do ...	do in side cuttings and ditches, &c.	0 15	6,146 00	20,970
<i>Bridging.</i>					
15	.....	Trestle culverts.....			6,357
3	.....	Bridges and trestle.....			
<i>Crossings.</i>					
10	.....	Public road crossings.....		906 00	1,326
28	.....	Farm crossings.....		420 00	
<i>Steel Rails and Fastenings.</i>					
10.63	Tons....	Steel rails (55 lbs. per yard) .....	27 00	28,431 00	31,914
30	do ...	Steel fish plates.....	27 00	810 00	
36	do ...	Spikes.....	58 00	2,088 00	
9	do ...	Bolts.....	65 00	585 00	
<i>Ties.</i>					
26,928	Each ...	Ties.....	0 08		2,154
<i>Track-Laying and Ballasting.</i>					
12.24	Miles....	Track-laying (including Sidings).....	200 00	2,448 00	11,016
24,480	C. yds...	Ballasting.....	0 35	8,568 00	
Carried forward.....					

CAPE TRAVERSE AND COUNTY LINE STATION RAILWAY.—Continued.

Quantity.	Description.	Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$
	Brought forward.....			
	<i>Station Buildings.</i>			
1	Passenger and freight house (combined) at Cape Traverse.....		1,000 00	
1	Turn-table and shed .....		1,000 00	
1	Tank and house.....		500 00	
1	Coal-shed.....		500 00	
1	Platform.....		100 00	
2	Platform stations.....		200 00	
				3,300
	<i>Telegraph.</i>			
11.44	Miles..... Telegraph.....	100 00		1,144
	<i>Engineering and Contingencies.</i>			
.....	20 per cent.....			17,025
	Total.....			102,151
	Or \$8,929 per mile (including track on wharf and sidings.			
	<i>Wharf at Cape Traverse.</i>			
47,452	C. yds... Wharfing .....	2 00		94,904
	Total on Prince Edward Island.....			197,055

(Signed,)

HENRY H. MACLEOD.

## RETURN

(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.]

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## RETURN

[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.

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## 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.]

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## RETURN

(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.

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## 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 whatsoever 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.]

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## RETURN

[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.

**R E T U R N**

(151)

To an ORDER of the HOUSE OF COMMONS, dated 31st 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.

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

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## RETURN

(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.

## CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA.

1876.			\$	cts.	\$	cts.
April	1	J. Perrault.....	General expenses.....			69 50
do	1	Three servants.....	Wages.....			10 00
do	1	Plaisted & McCollin.....	3 tons stove coal.....	22	50	
do	1	do	2 tons broken coal.....	15	00	
do	1	do	Stowage.....	2	50	
do	6	W. B. Weir.....	1 month's house rent to 1st May, 1876.....			40 00
do	6	Henry Connell.....	Groceries, amount of bill.....			333 34
do	8	Three servants.....	Wages.....			36 79
do	8	Charles McBride.....	Provisions, amount of bill.....			17 21
do	15	Servants.....	Wages.....			44 66
do	15	J. Perrault.....	General expenses.....	23	00	10 00
do	22	do	do	15	35	
do	29	Servants.....	Wages.....			38 35
May	6	W. B. Weir.....	House rent to 1st June, 1876.....			20 50
do	13	Rozet & Kent.....	Rent of silver and linen.....	350	00	333 34
do	13	do	Coal and wood.....	7	50	
do	13	John McGaughran.....	Oysters, porter.....			357 50
do	13	Knickerbocker Ice Co.....	Ice.....			3 76
do	13	H. Connell.....	Groceries, amount of bill.....			2 18
do	13	Charles McBride.....	Provisions, amount of bill.....			28 09
do	13	John Moore.....	Dusters and brooms.....			121 59
do	13	J. Perrault.....	General expenses.....	7	56	1 39
do	27	do	Servants' wages.....	40	00	
do	27	G. N. C. Lewis.....	Dinner at 11, George House.....			47 56
do	27	J. Perrault.....	Contribution to dinner.....			50 00
do	26	T. L. Burnett.....	do	6	00	3 79
do	24	do	do	10	00	
do	26	C. W. Broadbent.....	Sprinkling pot.....			16 00
do	27	Washerwoman.....	Washing.....			0 75
do	27	Cook and maid.....	1 month.....			10 00
do	27	J. Perrault.....	Expenses.....	14	10	40 00
do	27	do	do	7	04	
do	27	do	Servant maid.....	10	61	
do	27	do	do	10	00	
do	27	do	Petty expenses connected with maid.....	0	80	
do	27	Chas. Brintzinghoffer.....	Parlor feather duster.....			42 55
do	27	Whital, Tatum & Co.....	1 dozen salts.....			2 05
do	27	James P. Fennell.....	Wine basket.....			3 80
do	27	Whital, Tatum & Co.....	1 dozen ½ gallon jars.....	1	70	4 12
do	27	do	1 do do	5	20	
do	27	do	½ do quart jars.....	1	25	
do	28	J. Perrault.....	Postage and street cars.....	3	05	8 15
June	5	do	Sarah Merrick, milk.....	7	55	
do	1	Henry Connell.....	Provisions, amount of bill.....			10 60
do	31	W. E. Grigg.....	Bread.....			39 59
do	31	Knickerbocker Ice Co.....	Ice.....			8 56
do	1	Charles McBride.....	Provisions, amount of bill.....			1 99
June	6	W. B. Weir.....	House rent to 1st July, 1876.....			119 42
do	10	J. Lavigne.....	Travelling expenses.....			333 34
do	10	H. R. Lewis.....	2 green lounges.....			15 25
do	5	Chapman & Co.....	"Graphic" newspaper.....			12 00
do	6	E. E. Nock.....	Berries.....			7 80
do	10	J. Perrault.....	Petty expenses.....			2 25
do	10	King & Brown.....	Use of glass.....			6 81
do	10	J. Perrault.....	Petty expenses.....	1	37	9 00
do	17	do	Sundry expenses.....	6	25	
						7 62

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—Con.

1876.			\$	cts.	\$	cts.
June	17	John Gilmore & Co	3	dozen Bass' ale	6	75
do	17	do	1	dozen Urbanna champagne	8	00
do	17	do	1	bottle Hennessy brandy	2	00
do	17	do	1	still Catawba	0	60
do	12	Centennial Photo Co	12	sterios		17 35
do	23	Alfred Winkle		Cleaning rooms, St. George's Square		3 00
do	24	Lafayette Restaurant	32	dinners	176	00
do	24	do	5	champagne, extra	17	50
do	24	do		50 cigars	12	50
do	24	do	1	box cigarettes	2	50
do	24	do		Flowers	10	70
do	22	John Gilmore & Co	1	dozen Clavelle claret	3	25
do	22	do	1	case Urbanne sparkling wine	16	00
do	22	do	2	dozen Bass' ale	4	50
do	22	do	1	bottle amber sherry	1	00
do	22	do	1	gallon d. and g. sherry	4	00
do	22	do	1	dozen Clavelle claret	6	50
do	22	do	1	dozen Bass' ale	2	25
do	22	W. H. Haskins		50 bills of fare	6	00
do	22	do		60 invitations and envelopes	3	50
do	22	do		50 dinner cards	1	50
do	22	do		50 entrance cards	2	00
do	27	J. Perrault		Salary of maids	20	00
do	27	do		Cab-hire, petty expenses	21	90
do	27	Sarah Merrick		Milk		7 50
July	1	Charles McBride		Provisions, amount of bill		154 96
June	30	W. E. Grigg		Bread		9 45
July	11	Henry Connell		Groceries, amount of bill		44 69
do	8	J. Perrault		Cook, dismissed	15	00
do	8	do		Washing	5	00
July	12	W. B. Weir		Rent of house to 1st August, 1876		333 34
do	12	O'Sullivan & Bros		Clothes lines		0 60
do	10	Knickerbocker Ice Co		Ice		5 30
do	3	E. E. Nock		Provisions, amount of bill		1 55
do	15	J. Perrault		Tickets, cab-hire, petty expenses		19 00
do	13	John Gilmore & Co	3	cases Claville Medoc	19	50
do	13	do	1	dozen of Hennessy brandy	12	00
do	13	do	2	cases sparkling wine	32	00
do	13	do	1	case do pints	18	00
do	20	J. Perrault		Annie, one month	20	00
do	20	do		Cook	10	00
do	20	F. Schencal		Omnibus	0	28
do	20	do		6 glasses	0	75
do	20	do		1 picture	0	60
do	24	J. Perrault		Servants	40	83
do	1	do		Expenses	21	90
do	1	do		Washing	10	89
June	1	do		Expenses	6	28
July	22	do		Cab-hire and petty expenses	7	50
do	30	do		Telegrams do	7	90
Aug.	1	Knickerbocker Ice Co		Ice		15 40
do	1	Charles McBride		Provisions		5 71
do	1	Sarah Merrick		Cream and eggs		173 71
July	31	W. E. Grigg		Bread		8 30
Aug.	1	Henry Connell		Groceries, amount of bill		10 31
July	3	Herbert M. Morse		6 pounds mixed cake	3	00
do	3	do		8 quarts ice cream	4	00

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—*Con.*

1876.			\$ cts.	\$ cts.
April 29	W. E. Grigg	Bread		5 40
Aug. 5	J. Perrault	Petty expenses		9 47
do	7 W. B. Weir	House rent to 1st September, 1876		333 34
June 26	W. R. Moore	Ice		2 45
do	17 H. G. Hill	2 pitchers	1 00	
do	17 do	1 slop basin	0 40	
do	17 do	4 wooden faucets	0 25	
do	17 do	Car fare	0 13	
May 30	J. P. & J. B. Hand	3 papers of tacks	0 18	
do	30 do	1 pair pocket scissors	0 50	
do	30 do	1 pocket screw	0 50	
do	30 do	1 set knives and forks	2 25	
do	30 do	2 dusters	1 00	
do	30 do	2 brooms	0 50	
do	30 do	Oil	0 25	
do	30 James Walker	$\frac{1}{2}$ dozen wine	1 25	
do	30 do	$\frac{1}{2}$ do tumblers	0 62	
do	30 do	$\frac{1}{2}$ do plates	0 60	
do	30 do	1 pail	0 25	
do	30 do	$\frac{1}{2}$ dozen towels	1 75	
Aug. 19	J. Perrault	Expenses	6 25	
do	19 do	Cook	10 00	
do	19 do	Annie	20 00	
do	25 do	Petty expenses and washing	17 06	
do	12 do	do	5 00	
do	12 do	Washing	3 00	
do	19 do	Petty expenses	5 64	
do	31 John Gilmore	1 gallon superior pale sherry	4 00	
do	31 do	1 case Clavelle Medoc claret	6 50	
do	31 do	4 dozen English ale, Bass & Co	9 00	
do	12 J. Perrault	Expenses	8 00	
Sept. 2	do	do	9 75	
Aug. 19	Knickerbocker Ice Co	Ice		17 75
Sept. 4	J. Perrault	Maid, Seraph	10 00	
do	4 do	Washing extra	1 00	
do	4 do	Petty expenses	0 14	
do	1 Charles McBride	Provisions, amount of bill		11 14
do	4 Knickerbocker Ice Co	Ice		128 98
do	4 do	do		5 41
Aug. 31	E. E. Nock	$3\frac{1}{2}$ pounds of chickens		1 01
do	31 W. E. Grigg	Bread		13 31
Sept. 1	Sarah Merrick	Milk and eggs		4 62
do	1 Henry Connell	Groceries, amount of bill		25 51
do	16 John Gilmore	1 gallon pale sherry	4 00	
do	16 do	1 case Pleasant Valley sparkling	16 00	
do	16 do	4 dozen Bass's ale	9 00	
do	9 J. Perrault	Cab hire and petty expenses		29 00
do	11 W. B. Weir	House rent to 1st October, 1876		10 25
do	16 J. Perrault	Washing	10 50	
do	16 do	Newspapers	6 00	
do	9 do	Expenses	10 25	
do	16 do	do	45 78	
do	24 Knickerbocker Ice Co	Ice		72 50
do	16 J. Perrault	Wages to Annie	20 00	
do	16 do	do cook	10 00	
do	16 do	Petty expenses	15 75	
do	16 do	Cab hire, washing, &c	26 50	
				8 52
				333 34
				72 50
				8 52
				72 25

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—*Con.*

1876.			\$	cts.	\$	cts.
do	30	J. Perrault.....	Telegrams and petty expenses.....			16 22
do	16	Thos. L. Chandennet.....	Dictionaries.....			5 00
do	19	A. J. P. Trindell.....	Gold watch presented.....			269 00
do	29	W. F. Johnston.....	3 linen towels.....	0	60	
do	29	do	1 feather duster.....	1	50	
do	29	do	2 brooms.....	0	70	
do	29	do	1 hair brush.....	0	50	
do	29	do	1 oz. rouge.....	0	15	
do	29	do	1 pound whitening.....	0	06	
do	29	do	5 sheets emery paper.....	0	15	
						3 66
Sept.	25	E. P. Buckley.....	Postage stamps.....	0	50	
do	25	do	Arnold's fluid.....	0	40	
do	25	do	2 quires foolscap.....	0	50	
do	25	do	1 package note paper.....	0	65	
do	25	do	2 packages envelopes, French.....	0	36	
do	25	do	Lead pencils.....	0	15	
do	25	do	Pens.....	0	18	
						2 74
Oct.	2	Knickerbocker Ice Co.....	Ice.....			4 15
do	1	Sarah Merrick.....	Milk and eggs.....			5 93
Sept.	30	W. E. Grigg.....	Bread.....			15 60
do	28	S. R. Morrison.....	40 copies bill of fare.....			10 00
Oct.	1	Charles McBride.....	Provisions, amount of bill.....			221 35
do	2	Henry Connell.....	Groceries do.....			50 08
do	6	W. B. Weir.....	House rent to 1st November, 1876.....			333 34
do	7	J. Perrault.....	Telegraphing.....	7	55	
do	7	do	Servants' wages.....	8	00	
do	7	do	Washing.....	10	00	
do	7	do	Cab hire and stamps, and petty expenses.....	7	50	
						33 05
do	14	do	Extra newspapers and subscriptions.....			6 60
do	14	Mrs. Penny.....	1 box luggage.....	1	00	
do	14	do	1 do.....	1	20	
do	14	do	2 galls. mushrooms.....	1	25	
do	14	do	2 lbs grapes.....	1	40	
do	14	do	1 doz bananas.....	0	40	
do	14	do	1 box figs.....	0	45	
do	14	do	1 doz. pears.....	0	70	
do	14	do	1 jar prunes.....	1	00	
						7 40
Sept.	30	J. Perrault.....	Expenses.....	16	22	
Oct.	7	do	do.....	33	05	
do	14	do	Wages of cook and maid.....	30	00	
do	14	do	Advanced to Mrs. Penny (special).....	10	00	
do	14	do	Catalogue and stationery.....	4	00	
do	14	do	Cab-hire for special.....	5	00	
do	14	do	Rent of room, special.....	12	00	
do	14	do	Telegraphing.....	5	50	
do	14	do	Stamps and tickets.....	2	00	
do	14	do	Washing, extras.....	7	50	
						125 27
do	5	Herman W. Lentz.....	1 dust brush.....			1 00
do	9	Herbert M. Morse.....	2 lbs. maccaronies.....	1	50	
do	9	do	2½ lbs. currant cake.....	1	38	
do	9	do	1¼ lbs. French cocoanut.....	0	63	
						3 51
do	18	Thomas Keenan.....	Moving tables.....	1	00	
do	18	do	Putting drums in.....	1	00	
do	18	do	Taking awning down.....	0	50	
						2 50
do	20	W. Williamson.....	Car fare.....	1	00	
do	20	do	2 papers tacks.....	0	16	
do	20	do	Catalogue for Mr. Penny.....	0	25	
						1 41

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—*Con.*

1876.			\$ cts.	\$ cts.	
Oct.	20	J. Perrault.....	Petty expenses .....	0 43	
do	20	do .....	Waiters, eight days.....	21 00	
do	20	do .....	Cook, extra .....	32 00	
do	11	E. F. Harvie.....	Collection photographs .....		53 43
do	20	Wm. Akers.....	1 buff, cream.....	1 25	52 50
do	20	do .....	2 cake plates.....	2 50	
do	20	do .....	2 doz. do .....	2 50	
do	20	do .....	1 doz. desert spoons .....	7 00	
do	20	do .....	Use of chamber sett. ....	2 75	
do	24	G. W. Emerson .....	1 copy (cloth) cent portfolio, and one scratch ruler .....		16 00
do	21	W. F. Johnston.....	1 feather duster.....		4 50
do	14	Pennock Bros.....	Basket flowers.....	4 00	0 65
do	14	do .....	12 button-holes.....	1 50	
do	14	do .....	Filling eight glass dishes .....	4 00	
do	14	Steele Bros.....	Loan of fine cut English glass, amount \$96.00.....	4 80	
do	14	do .....	Porterage.....	2 00	
do	14	do .....	Loan of English star claret glass .....	0 45	
do	14	do .....	do 1 Bohn stock glass .....	0 54	
do	14	do .....	do 1 English star wine.....	0 37	
do	21	J. Perrault.....	Telegraphing.....	5 25	8 16
do	21	do .....	Stamps and tickets .....	3 50	
do	21	do .....	Stationery, paper.....	2 00	
do	21	do .....	Petty expenses.....	5 00	
do	21	do .....	Washing.....	5 50	
do	21	Trustees, Philadelphia Gas Works.....	Consumption of gas.....	12 04	21 25
do	21	do .....	5 per cent. penalty for non-payment of bill within five days.....	0 60	
do	19	George P. Groves.....	10 yds. matting.....		12 64
do	6	J. M. Peck. ....	Whole amount of bill for fish, oysters, clams and crabs .....		4 65
do	1	H. Mullin .....	Bread served.....		22 08
do	21	D. T. A. Chandonnet.....	Post stamps.....	3 12	1 05
do	21	do .....	Paper and envelopes.....	2 50	
do	21	do .....	Catalogue.....	0 25	
do	24	J. Perrault.....	Petty expenses.....		5 87
Sept.	12	Egg Harbor Wine Co.....	1 box Perl of California.....		0 92
do	13	W. E. Grigg.....	Bread.....		15 00
do	29	Knickerbocker Ice Co.....	Ice.....		17 75
Oct.	25	Edgecumb.....	Telegram.....	0 40	3 10
do	25	do .....	Expenses and car fares.....	0 50	
do	25	do .....	Stationery.....	1 25	
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	25	do .....	do Press .....	1 00	
do	25	do .....	do Bulletin.....	1 00	
do	15	do .....	do Times.....	1 80	
Nov.	3	Henry Connell.....	Fine groceries bill.....		9 35
do	1	Sarah Merrick .....	Milk and cream .....		63 74
do	29	J. Perrault.....	Petty expenses.....	0 36	11 05
do	29	do .....	Cook.....	10 00	
do	29	do .....	Washing.....	4 50	
do	29	do .....	Telegraph.....	5 20	
do	29	do .....	Messages and tickets.....	3 50	
do	29	do .....	Stationery and stamps .....	2 75	
					26 31

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—*Con.*

1876.			\$	cts.	\$	cts.
Oct.	28	J. Perrault.....	Expenses.....		25	95
Nov.	11	Thos. A. Chandennet .....	Paper, envelopes, stamps and catalogue.....		5	25
do	3	Herbert M. Morse .....	1 lb. rolls.....	0	12	
do	3	do .....	2 quarts ice cream.....	1	00	
do	3	do .....	1 lb. cake.....	0	50	
do	3	do .....	2 quarts ice cream .....	1	00	
do	3	do .....	1 lb. cake .....	0	25	
do	3	do .....	$\frac{1}{2}$ lb. water and cream.....	0	50	
do	3	do .....	1 lb. candy.....	0	40	
do	1	J. Perrault.....	Tickets.....	0	98	3 77
do	4	do .....	Telegraphing .....	10	00	
do	4	do .....	Messenger, paper .....	3	50	
do	4	do .....	Tickets, cab-hire.....	5	50	
do	4	do .....	Washing .....	4	50	
do	7	Wm. Mann .....	Binding 4 vols. invoices .....			24 48
do	7	E. Helmbold.....	Oysters, from October 6th to November 3rd .....			4 00
do	1	Chas. McBride.....	Provisions, amount of bill.....			11 08
do	1	W. B. Weir.....	House-rent in full, according to contract.....			221 98
do	21	E. S. West.....	2 tons stove coal and stowage .....	13	80	333 34
do	21	do .....	1 do do .....	6	90	
do	21	do .....	1 do do .....	6	90	
do	21	do .....	$1\frac{1}{2}$ do do .....	10	55	
do	15	E. P. Buckley.....	1 yard white linen .....	0	12	38 15
do	15	do .....	1 yard brown linen .....	0	10	
do	15	do .....	1 ball twine .....	0	15	
do	15	do .....	1 bottle mucilage .....	0	12	
do	18	J. Perrault.....	Washing .....	4	50	0 49
do	18	do .....	Carting boxes .....	10	00	
do	18	do .....	Telegraphing.....	6	00	
do	18	do .....	Tickets, stamps and messenger.....	5	50	
do	18	do .....	Petty expenses.....	0	26	
do	11	do .....	Servants.....	30	00	
do	11	do .....	Washing .....	4	50	
do	11	do .....	Telegraphing.....	7	25	
do	11	do .....	Tickets and stamps .....	3	00	
do	11	do .....	Messenger and petty expenses .....	5	00	
do	13	do .....	Petty expenses.....			76 01
do	22	No name.....	Carriages.....	5	00	0 25
do	22	do .....	Telegrams.....	4	00	
do	22	Sarah Merrick .....	Milk .....			9 00
do	22	E. Helmbold .....	Oysters .....			6 00
do	29	P. M. MacKen .....	Cleaning out ashes.....			11 88
do	27	Knickerbocker Ice Co. ....	Ice.....			7 50
Dec.	1	J. Perrault.....	Cook.....	10	00	2 56
do	1	do .....	Maid .....	20	00	
do	1	do .....	Paid M. A. Rasch for meals .....	6	00	
do	1	do .....	do .....	2	50	
do	10	do .....	Paid M. A. Rasch for breaking plates, gob- lets, wine-glasses, gilt china and cut-glass .....	5	25	
Nov.	28	do .....	Petty expenses .....	3	82	
do	28	do .....	Washing.....	4	00	
do	28	do .....	Cook.....	10	00	
do	28	do .....	Express wagon .....	5	00	
do	28	do .....	Telegrams, stamps, tickets .....	10	00	
do	25	A. Lavigne.....	Street-car tickets.....			76 57
do	27	John Gilmore.....	1 case Rodener champagne .....	28	50	0 85
do	27	do .....	1 case Chateau claret.....	28	00	
do	27	do .....	1 gallon pale sherry.....	4	00	
do	27	do .....	$\frac{1}{2}$ dozen superior port wine.....	15	00	
do	27	do .....	$\frac{1}{2}$ dozen laline blanche sauterne .....	7	50	
do	27	do .....	1 dozen pale sherry.....	4	00	

CANADIAN COMMISSION—LIVING EXPENSES, PHILADELPHIA—*Con.*

1876.			\$	cts.	\$	cts.	
Nov.	29	J. Perrault.....	Expenses.....	29	00		
do	29	do .....	do .....	20	00		
do	27	Samuel Richardson ..	Cartage of baggage.....			49	00
do	13	Lewis & Bros.....	Cab-hire.....			19	50
Dec.	1	Joseph Lavigne .....	Cartage from house .....			216	50
Nov.	27	John Gilmore.....	1 gallon pale sherry.....	4	00	1	50
do	27	do .....	do .....	12	00		
do	27	do .....	2 bottles Hennesey's brandy.....	4	00		
do	27	do .....	1 gallon pale sherry.....	4	00		
do	27	do .....	2 dozen Bass's ale .....	4	50		
do	27	do .....	1 case Pleasant Valley wine .....	16	00		
do	27	do .....	2 dozen Bass's ale.....	4	50		
do	27	do .....	1 gallon pale sherry.....	4	00		
do	27	do .....	do .....	8	00		
do	27	do .....	4 dozen Bass's ale.....	9	00		
do	27	do .....	1 case Pleasant Valley wine.....	16	00		
do	27	do .....	2 bottles Hennesey's brandy.....	4	00		
Dec.	1	J. Perrault.....	Telegraphing .....	7	50	90	00
do	1	do .....	Tickets and stamps.....	4	50		
do	1	do .....	Washing .....	3	50		
do	1	do .....	Petty expenses .....	5	00		
do	1	do .....	Small accounts.....	10	18		
do	2	do .....	do .....			30	68
do	16	do .....	do .....			26	41
Nov.	30	Chas. McBride .....	Provisions, amount of bill.....			11	33
do	30	W. E. Grigg .....	Bread .....			169	38
Nov.	30	Henry Connell.....	Fine groceries, amount of bill.....			14	77
						39	48
1877.							
Jan.	6	Lovell Printing Co. ....	Printing.....			7	00
do	5	Cyrille Paré .....	Disbursements.....			9	00
Mar.	24	J. Perrault.....	Petty expenses .....			4	00
Feb.	1	do .....	Cab-hire, petty expenses. ....			7	50
do	9	Goodman .....	Gas consumed at house, Philadelphia .....			34	48
			Total .....			7,625	87

SUMMARY of total Expenditure on account of Canadian Commission, Philadelphia Exhibition, for salary, expense of living, travelling or otherwise.

		\$	cts.	\$	cts.
Joseph Perrault.....	Salary .....	6,500	00		
do .....	Paid in Canada.....	2,935	85		
do .....	do Philadelphia.....	366	53		
do .....	From refund account .....	84	50		
					9,886 88
Canadian Commission....	Living expenses, Philadelphia.....				7,625 87
Hon. R. D. Wilmot.....	Travelling, &c.....				630 67
Hon. E. G. Penny.....	do .....				319 63
Hon. L. Letellier.....	do .....				300 00
D. McDougall.....	Paid in Canada.....	4,096	13		
do .....	do Philadelphia.....	387	95		
					4,484 08
J. P. B. Casgrain.....	Paid in Canada.....	498	05		
do .....	do Philadelphia.....	110	66		
do .....	Salary .....	527	50		
					1,136 21
W. F. Burdett.....	Expenses in Canada .....	235	00		
do .....	do Philadelphia .....	25	20		
do .....	Salary .....	99	44		
do .....	From refund account .....	18	00		
					1,187 64
W. J. McGuire.....	Paid in Philadelphia.....	50	00		
do .....	do Canada.....	87	50		
do .....	do Philadelphia.....	75	00		
					212 50
H. J. Hubartus.....	Services.....	113	34		
do .....	do .....	75	00		
do .....	do .....	50	00		
					238 34
Hon. James Skead.....	Services as Judge.....				750 00
S. C. Stevenson.....	Expenses.....				144 00
H. Prendeville.....	Services.....				40 00
H. Beaugrand.....	Salary, 13th August to 10th September, 1875 .....	72	00		
do .....	Stationery.....	6	60		
					78 60
Sundry Employés, viz. :—					
George Carpentier.....		38	70		
C. Paré.....		598	60		
B. Wilmot.....		279	00		
W. Williamson.....		808	34		
J. Laidlaw.....		841	68		
F. W. Tuerk.....		916	68		
W. Moore.....		350	00		
Robert McBride.....		237	50		
A. Larochelle.....		217	00		
T. Chandonnet.....		337	50		
W. McLean.....		258	33		
James Ryan.....		312	50		
S. J. Lyman.....		175	00		
W. Dick.....		130	00		
J. C. Risteen.....		125	00		
A. Stephens.....		141	66		
G. S. Bingham.....		116	66		
E. B. Black.....		108	33		
R. Sutherland.....		155	05		
W. Edgcomb.....		175	00		
J. Johnston.....		133	33		
J. Leslie.....		133	33		
John DeWolfe.....		131	23		
W. A. Cross.....		151	18		
W. Walsh.....		50	00		
James Lavigne.....		42	00		
Robert Stewart.....		116	66		
H. Beauchemin.....		150	00		
F. A. Bender.....		36	53		
F. Patenande.....		20	82		
J. Laudon.....		25	00		

SUMMARY of total Expenditure on account of Canadian Commission, Philadelphia Exhibition, for salary, expense of living, travelling or otherwise.—*Continued.*

	\$ cts.	\$ cts.
<b>Sundry Employés, viz :—<i>Continued.</i></b>		
J. Burditt .....	25 00	
Joseph Roy.....	15 00	
— Gentesse .....	14 37	
— Lemieux .....	7 35	
— Farrow .....	5 91	
— Prendeville.....	7 50	
P. Sillan.....	7 50	
J. H. Pine.....	7 50	
John Lorton.....	7 50	
S. C. Rogers .....	108 33	
		7,518 5
<b>Wages to men in Philadelphia, viz :—</b>		
Richardson's men .....	257 02	
Lavigne's men .....	538 45	
C. Paré's men .....	369 57	
Beauchemin's men.....	91 38	
Tuerk's men.....	644 71	
Larochelle's men.....	152 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.....	185 00	
Johnston's men.....	75 00	
McLean's men.....	15 00	
Leslie's men.....	130 00	
Waterous' men.....	7 50	
		4,829 21
<b>Men's board in Philadelphia .....</b>		287 84
		39,670 04

SUMMARY of Payments made to J. PERRAULT.

	\$ cts.	\$ cts.
<b>Amount paid for salary.....</b>	6,500 00	
do for expenses in Canada.....	2,935 85	
do do Philadelphia.....	366 53	
do from Refund Account .....	84 50	
		9,886 88

## EXPENDITURE— Paid J. PERRAULT, Salary.

1875.			\$	cts.	\$	cts.
May	28	To amount from Hon. L. Letellier.....	329	50		
July	10	do do do .....	400	00		
October	23	do of official cheque.....	500	00		
1876.						
March	21	do do .....	500	00		
October	14	do of U. S. currency in Philadelphia.....	\$100	00		
do	14	do do (Exchange) .....	52	00		
Decemb'r	1	do do do do .....	400	00		
			500	00		
1877.						
January	8	do of official cheque .....	1,000	00		
do	9	do do .....	200	00		
do	15	do do .....	200	00		
March	15	do do .....	149	24		
April	15	do do .....	1,213	10		
August	17	do do .....	1,508	16		
					6,500	00

## STATEMENT of Moneys paid J. PERRAULT in Canada.

	\$	cts.	\$	cts.
1875.—By travelling expenses, from 9th February to 17th April.....	229	43		
do do from 13th to 25th May.....	142	20		
do do 28th May (Paid by Hon. Letellier).....	270	50		
do do June.....	159	40		
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		
do do to 2nd December.....	88	10		
1876.—By travelling expenses, to 29th January.....	51	25		
Advance, 17th February.....	100	00		
Travelling expenses to 11th March.....	93	02		
Balance of travelling expenses.....	900	00		
			2,935	85

EXPENDITURE—J. PERRAULT—By Canadian Commission in Philadelphia.

1876.				\$	cts.	\$	cts.
April	22	J. Perrault	Telegram, cab hire			15	35
do	15	do	do do			33	00
Decemb'r	16	do	Return from Philadelphia to Montreal	21	00		
do	16	do	Trip to Ottawa and back	11	00		
do	16	do	do three days	18	00		
do	1	do	Telegraphing	7	50		
do	1	do	Tickets and stamps	4	50		
do	1	do	Washing	3	50		
do	22	do	Ottawa and back	20	00		
do	22	do	Petty expenses	5	00		
do	22	do	Small accounts	10	18		
do	22	do	Paid Lavigne's ticket	10	00		
						110	68
1877.				\$	cts.	\$	cts.
March	24	do	Montreal to Ottawa	28	00		
do	24	do	do	15	00		
do	24	do	do	37	00		
						80	00
February	1	do	do	20	00		
do	1	do	do	17	00		
						37	00
do	10	do	do	18	50		
do	10	do	do	12	00		
						30	50
do	7	do	do	31	00		
do	7	do	do	25	00		
						56	00
do	24	do	Travelling expenses			4	00
						366	53

EXPENDITURE—J. PERRAULT—From Refund Account.

1877				\$	cts.
March	31	J. Perrault, travelling expenses to 16th March		84	50

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## RETURN

(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.

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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.

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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 above-mentioned date.

I have the honor to be, Sir,

Your obedient servant,

(Signed) WM. SMITH,

*Deputy Minister of Marine.*

E. J. LANGRÉVIN, Esq.,  
Under-Secretary of State.  
Ottawa.

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## RETURN

(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.

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*[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.)

OTTAWA, 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 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.

2nd. The speeches of the Finance Minister in introducing the Budget, and the reply of the Honorable R. J. Cartwright, late Finance Minister, as well as the speeches of the Honorable A. Mackenzie, and the Honorable C. Tupper.

3rd. 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 \$1,000,000, 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.

Stamp duties (in Canada Bill Stamps only) have also yielded less. The results comparing the periods of 1873-4 and 1877-8, being as follows:—

\$2,568,187.....	Customs.
736,232.....	Excise.
43,738.....	Bill Stamps.

Making in all a decrease of \$3,348,157 in the revenue of 1877-8, as compared with that of 1873-4 from the income derived by taxation.

That the fixed charges for debts, etc., to the Provincial Governments have increased 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) 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 Government bounty.

I have, &c.,  
(Signed)

LORNE.

The Right Honourable  
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 Spectator.....	March 17
“ Free Press.....	“ 15	Montreal Herald.....	“ 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.....	“ 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 \$2,667,000, 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 1878 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 17½ 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 2½ 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, 12½, 15 and 17½ 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. These 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 2½ to 7½, 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 valorem* 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 2½ 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 2½ 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 2½ 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* and *ad valorem* rates.

STATEMENT showing the Quantity or Value of the principal Articles Imported into the Dominion of Canada from Great Britain and the United States; also the Rates of Duty payable thereon under the Old and New Tariffs respectively.

Articles.	Imported in 1878 from		Former Rates of Duty.	Present Rates of Duty.	Remarks.
	Great Britain.	United States.			
Agricultural Implements .....		132,053	17½ per cent. <i>ad valorem</i> ..	25 per cent. <i>ad valorem</i> ..	
Animals .....	9,752	338,015	do	do	Animals from Great Britain are chiefly for breeding or improvement of stock, and are free of duty.
Books—Printed periodicals and pamphlets, bound, &c .....	3,084		do	do	
British copyright works, reprints of .....	370,069	451,436	5 do	6 cents. per lb.....	
Playing cards .....	9,301	3,559	12½ do	6c. per lb. and 12½ p. c ..	
Billiard Tables—4½ ft. by 9 ft.....		4,380	25 do	30 per cent. <i>ad valorem</i> ..	
5 do 10 .....	175	11,129	17½ do	\$22.50 each & 10 p. c. <i>ad valorem</i> ..	
5½ do 11 .....			17½ do	do	
6 do 12 .....			17½ do	do	
Brass, Manufactures of .....	22,351	64,915	17½ do	do	
Breadstuffs, viz.—Barley .....	65	302,082	Free	30 per cent. <i>ad valorem</i> ..	
Indian corn .....	30	7,387,477	do	do	
Oats .....	76	2,162,216	do	do	
Rice .....	5,483,447	970,692	1 cent per lb .....	do	
Wheat .....	8	5,635,403	Free	do	
Pease .....	956	8,595	do	do	
Beans .....			do	do	
Cormeal .....		226,266	do	do	
Oatmeal .....	756	2,249	do	do	
Flour of wheat and rye .....	1,524	314,747	do	do	
Brooms and brushes .....	20,319	22,707	17½ per cent. <i>ad valorem</i> ..	50 cents per barrel.....	
Candles—Tallow .....	1,858	12,134	do	do	
Paraffine wax .....	198,452	70,210	do	do	
All other .....			do	do	
Carriages .....	2,130	83,504	do	do	The chief quantity of these candles are spermacetti and wax of other kinds, and will come under the 20 per cent. rate.
China and porcelain ware .....	27,926	9,657	do	do	See Memorandum.
Clocks .....	7,420	59,770	do	do	
Coal—Anthracite .....	2,562	404,369	Free.	do	
Bituminous .....	124,614	331,323	do	do	

STATEMENT showing the Quantity or Value of the principle Articles Imported into the Dominion of Canada, &c.—Continued.

Articles.	Imported in 1878 from		Former Rates of Duty.	Present Rates of Duty.	Remarks.
	Great Britain.	United States.			
Copper—Old and scrap, in pigs, bars, rods, bolts, &c..... \$					
Seamless drawn tubing..... "	76,338	24,195	Free.....	10 per cent. <i>ad valorem</i> ....	
Other manufactures of..... "	1,648	5,728	17½ per cent. <i>ad valorem</i> ....	10 do do .....	
Cotton—Manufactures of, viz.: grey or unbleached and bleached, sheetings, drills, ducks, cotton or Canton flannels, not stained, painted or printed..... Yds.	8,637	15,884	do .....	30 do do .....	
Jeans, denims, drillings, bed tickings, gingham, plaids, cotton or Canton flannels, ducks and drills, dyed or colored, cottonades, &c., &c..... Yds.	6,372,893	7,398,741	17½ per cent. <i>ad valorem</i> ....	1 cent per square yard & 15 per cent. <i>ad valorem</i>	
Wadding, batting, battis and warps, yarns, &c., &c..... "	431,807	639,763	do .....	do .....	
Wadding, batting, battis and warps, yarns, &c., if bleached, dyed or colored..... "	549,925	1,584,351	17½ per cent. <i>ad valorem</i> ....	2 cents per square yard & 15 per cent. <i>ad valorem</i>	
Clothing or wearing apparel..... "	47,125	141,955	do .....	{ 2 cts. per lb. and 15 per cent. <i>ad valorem</i> ....	
Manufactures of Cotton, all other..... "	692	14,674	do .....	{ do do .....	
Earthenware and stoneware, brown or colored, and Rockingham ware..... "	174,288	191,441	do .....	30 per cent. <i>ad valorem</i> ....	
White, granite or iron stone and cream colored ware..... "	3,735,249	1,622,752	do .....	20 do do .....	
All other crockery and earthenware..... "	385,038	45,890	do .....	25 do do .....	The largest portion of this ware is subject to 20 per cent. only, probably \$300,000 worth out of the whole.
Fruit, dried..... Lbs.	3,872,863	6,127,404	17½ per cent. <i>ad valorem</i> ....	1 cent per lb.....	
Fruit, green, viz.:—Apples..... "	166,018	261,430	10 per cent. <i>ad valorem</i> ....	40 cents per barrel .....	
Grapes..... "	2,666	93,706	do .....	1 cent per lb.....	
	3,833	16,199	do .....	1 cent per lb.....	

Lemons and Oranges.....	121,899	112,315	do	do	20 per cent. <i>ad valorem</i> ...	do	do	do	do
All other.....	62	109,112	do	do	do	do	do	do	do
Fur, manufactures of.....	129,187	67,892	17½	do	do	do	do	do	do
Furniture, house.....	12,201	387,270	do	do	do	do	do	do	do
Gas fixtures, &c.....	11,113	73,823	do	do	do	do	do	do	do
Glass and manufactures of, viz:—									
Carboys, demijohns, pressed bottles, flasks, insulators, fruit jars, balls, shades, lamps, chimneys, globes, ornamental, figured, enamelled, stained, tinted, painted, vitrified, &c.....	69,729	12,743	do	do	do	do	do	do	do
Other manufactures of glass.....	117,644	408,443	do	do	do	do	do	do	do
India rubber, manufactures of.....	56,078	192,261	do	do	do	do	do	do	do
Iron and manufactures of, viz:—									
Pig iron.....	36,174	3,913	Free	do	do	do	do	do	do
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 not elsewhere provided for.....	1,436,328	224,165	5 per cent. <i>ad valorem</i> .....	do	do	do	do	do	do
Rolled, round wire rods in coils under ½ inch in diameter.....	90,473	33,357	do	do	do	do	do	do	do
Iron nails or railway bars.....	233,133	51,923	Free	do	do	do	do	do	do
Railway fish-plates, frogs, &c.....	44,585	13,243	do	do	do	do	do	do	do
Tin plates.....	348,613	61,254	5 per cent. <i>ad valorem</i> .....	do	do	do	do	do	do
Castings, in the rough.....	34,202	362,518	17½	do	do	do	do	do	do
do finished, stoves, &c...}			17½	do	do	do	do	do	do
Locomotive engines, other steam engines and boilers and machinery.....	137,832	507,705	17½ per cent. <i>ad valorem</i> .....	do	do	do	do	do	do
Seamless tubing, drawn.....	80,839	154,237	do	do	do	do	do	do	do
Tacks, brads and sprigs.....	24,562	154,679	do	do	do	do	do	do	do
Nails and spikes.....	3,097	2,938	do	do	do	do	do	do	do
Sewing machines.....	No.		do	do	do	do	do	do	do
do.....	29,308	67,259	do	do	do	do	do	do	do
Hardware, builders', cabinet-makers', upholsterers', carriage-makers', saddlers' and undertakers'.....	466,274	1,731,766	do	do	do	do	do	do	do
Hardware, all other.....			do	do	do	do	do	do	do
Lead—Tried or rendered.....	14,904	2,324,967	1 cent per lb.....	do	do	do	do	do	do
Untried.....			do	do	do	do	do	do	do

Imports of glass and glassware 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 2½ per cent.

See Memorandum.

17½ per cent. *ad valorem*.....

1 cent per lb.....

30 per cent. *ad valorem*.....

2 cents per lb.....

1½ do

STATEMENT showing the Quantity or Value of the principal Articles Imported into the Dominion of Canada, &c.—Continued.

Articles.	Imported in 1878 from		Former rates of Duty.	Present rates of Duty.	Remarks.
	Great Britain.	United States.			
<b>Organs, cabinet, viz.:</b>					
Reed organs, 2 sets of reeds ....			17½ per cent. <i>ad valorem</i> ...	\$10 each and 10 per cent. <i>ad valorem</i> .....	These duties add very little to the higher classes of instruments, and discriminate considerably against those of an inferior and undesirable quality.
do over 2 and not over 4 reeds	32	118,255	do ...	15 do ...	
do over 4 and not over 6 reeds			do ...	20 do ...	
do over 6 sets of reeds.....			do ...	30 do ...	
<b>Pianofortes, viz.:</b>					The same remarks as above apply equally to these instruments.
Square, not over 7 octaves.....			do ...	\$25 each and 10 per cent.	
do all other .....	9,836	341,067	do ...	30 do ...	
Upright .....			do ...	30 do ...	
<b>Salt</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
Concert or grand.....			do ...	50 do ...	
do .....	1,964,591	183,260	do ...	50 do ...	
do .....			do ...	8 cents per 100 lbs. in bulk	
<b>Sugar</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
above No. 14 Dutch Standard	47,611,106	40,897,269	do ...	12 do	
do do .....	2,530,445	2,484,372	do ...	1 cent per lb. and 25 per cent. <i>ad valorem</i> .	
do equal to No. 9 and not above No. 14 .....	5,596,962	4,039,498	do ...	1 cent per lb. and 25 per cent.	
<b>Syrups, case juice, &amp;c.</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
do equal to No. 9 and not above No. 14 .....	243,026	207,509	do ...	1 cent per lb. and 25 per cent.	
do below No. 9 Dutch Standard..	30,094	258,568	do ...	1 cent per lb. and 25 per cent.	
do do .....	1,282	9,983	do ...	1 cent per lb. and 25 per cent.	
<b>Melado, &amp;c.</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
do .....			do ...	1 cent per lb. and 25 per cent. <i>ad valorem</i> .	
do .....			do ...	1 cent per lb. and 25 per cent.	
do .....			do ...	1 cent per lb. and 25 per cent.	
<b>Syrups, case juice, &amp;c.</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
do .....	13,238	4,008,784	do ...	1 cent per lb. and 25 per cent.	
do .....	829	120,172	do ...	1 cent per lb. and 25 per cent.	
do .....			do ...	1 cent per lb. and 25 per cent.	
<b>Molasses, for refining purposes</b>					Free from Great Britain and British possessions, and when imported for fisheries, otherwise.
do .....			do ...	25 per cent. direct, and 30 per cent. if not direct, from place of growth.	
do .....			do ...	25 per cent. direct, and 30 per cent. if not direct, from place of growth.	
do .....			do ...	25 per cent. direct, and 30 per cent. if not direct, from place of growth.	

Molasses, not for refining purposes	8,194	295,435	25 per cent.	16 per cent. if direct, and 20 per cent. if not direct, from place of growth.
Tea, black.....	3,426,536	1,686,094	5 cents per lb.....	2 cents per lb. and 10 per cent. <i>ad valorem</i> .
do do.....	768,905	411,361		
do green.....	1,264,164	4,144,872	6 cents per lb.....	3 cents per lb. and 10 per cent. <i>ad valorem</i> .
do do.....	260,955	1,006,633		
Woolen Goods, viz. :—				
Shawls, blankets, flannels, cloths, doekings, casimeres, tweeds, coatings, cloakings, yarns, knitted goods, hosiery, &c.....	1,433,358	113,374	17½ per cent.....	7½ cents per lb. and 20 per cent. <i>ad valorem</i> .
Clothing or wearing apparel.....	759,439	128,446	17½ do .....	10 cents per lb. and 25 per cent. <i>ad valorem</i> .
Carpets, wholly of wool.....	251,497	14,253	17½ do .....	10 cents per square yard and 20 per cent.
do of wool and cotton.....	96,000	8,058	17½ do .....	5 cents per square yard and 20 per cent.
Other manufactures of wool.....	5,530,623	147,614	17½ do .....	20 per cent. <i>ad valorem</i> .....

This does not include Tapestry or Brussels and other similar fabrics which are advanced only 25 per cent.

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## RETURN

(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.

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

# RETURN

(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. O. 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 required 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.

*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 for maintenance of light, &c .....	\$2,436 99
Point Rich Light—Keeper's salary and maintenance of light, &c.	792 44
Cape Norman Light—Keeper's salary and maintenance of light.	634 47
Belle Isle Light and Fog Alarm—Keeper and assistant's salaries and maintenance of light, &c.....	1,653 60
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, sub-collector 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 shipping refunded.

Feeling assured that you will give this subject your earnest 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.

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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.*

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CUSTOM HOUSE, BONNE BAY,  
NEWFOUNDLAND, 5th June, 1878.

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.*

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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.

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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

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colony, and also, whether the statements made in Mr. McKasey's letter are accurate. I 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, &c.*

Hon. J. C. AIKENS,  
Secretary of State, Ottawa.

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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,

H. J. LANGEVIN, Esq.,  
Under Secretary of State, Ottawa.

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## RETURN

(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.

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## 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.]

## RETURN

(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.]*

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**R E T U R N**

(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.

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

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## RETURN

(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.

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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, foundations (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  $1\frac{1}{2}$  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

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 Mississauga 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 Obatigosing, 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 same 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 one-half mile from here, 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 level 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-zenazing 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 of 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 Wahnapiabe 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 one-half 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 feet 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 side-hill 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 loam timbered with white oak, and rock elm, and maple, birch, basswood, ironwood, hemlock and cedar.

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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) WILLIAM MURDOCH.

*Engineer-in-Charge of Division W.*

SANDFORD FLEMING, Esq.,

Engineer-in-Chief,

Canadian Pacific Railway.

# CONTRACTS

LET BY

# DEPARTMENT OF PUBLIC WORKS

FROM

27th MARCH, 1878, TO 10th MARCH, 1879.

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Printed by Order of Parliament.

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OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

1879.

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# RETURN

(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 contracts, whether in prices or in any other manner, relieving the contractor of his obligations, with a full detail of such changes.

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879 (copy of which prefaces this Statement), showing the Number and Nature of Contracts, with other information respecting the same, let by 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.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
715	G. B. Milne. Letter No. 8,937. April 11, 1878.	\$5,000 per annum.	\$5,000 per annum.	.....	Subsidy for running a Steamer between Gaspé and Campbellton.	No tenders invited. Mr. G. B. Milne sent in an offer through Mr. C. J. Brydges, dated February 23, 1878, No. 15,174, offering to perform this service for \$5,000 a year. Mr. Milne's offer was accepted by O.C. No. 15,485, dated 8th April, 1878. Time stipulated for completion of contract, year to year.
716	Moncton Gas-light and Water Co. No. 5,623. April 23, 1878.	Water, 3,000 per annum. Gas, 3.25 per 1,000 feet.	Water, 3,000 per annum. Gas, 3.25 per 1,000 feet.	.....	Intercolonial Railway.—Supply of Water and Gas for workshops, Moncton, N.R.	No tenders invited. Offer of Moncton Gas-light and Water Co. accepted by O.C. No. 15,392, dated 26th March, 1878. Time stipulated for completion of contract, 10 years from commencement of supply.
717	North-West Transportation Co. No. 5,624. May 29, 1878.	90,000	90,000	.....	Canadian Pacific Railway.—Transport of Rails from Kingston to St. Boniface and Emerson.	Four tenders received. Lowest accepted. Name on accepted tender, North-West Transportation Co. Date of receipt of tender, 19th March, 1878. Copies of tenders, Appendix 1. Estimated quantities on which tenders were extended, Appendix 1. Time stipulated for completion of contract, 16th September, 1878. Gross amount paid Contractors to date, \$80,600. Security deposit—Bank deposit receipt, \$4,700.

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879, &c.—Continued.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
718	Cooper, Fairman & Co. No. 5,631. June 3, 1878.	\$23,780	\$23,780	.....	Supply and delivery at Fort William or Duluth of 480 tons of Railway Spikes.	Sixteen tenders received. Lowest accepted. Name on accepted tender, Cooper, Fairman & Co. Date of receipt of tender, 19th March, 1878. Copies of tenders: Appendix 2. Estimated quantities on which tenders were extended, Appendix 2. Time stipulated for completion of contract, close of navigation, 1878. Gross amount paid Contractors to date, \$23,880. Contract complete. Security deposit—Bank deposit receipt, \$1,200.
719	Jones, Booth & Dodridge, No. 5,645. June 13, 1878.	75,452 09 and schedule of rates.	75,452 09 and schedule of rates.	.....	Public Buildings.—Rebuilding Post Office, St. John, N.B., excepting smith and founder's work.	Twenty-five tenders received in two forms, one for a distinct price for the work of each trade, and the other a bulk sum for the whole work. Lowest accepted for the work, excepting smith's work. Names on accepted 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 Messrs. D. S. Booth and Thomas Dodridge as his partners in lieu of Mr. Murphy, which offer was accepted by O. C. No. 74,309, dated 6th June, 1878. Copies of tenders, Appendix 8. Estimated quantities on which tenders were extended, Appendix 8. Time stipulated for completion of contract, 31st December, 1878. Gross amount paid Contractors to date, \$12,900. Security deposit—Originally bank deposit receipt, now mortgage on real estate, \$3,500. Lowest tender accepted for smith's work. Name on accepted tender, Robert Flaherty & Co., 20th May, 1878. Tender accepted by O. C. No. 74,309, dated 6th June, 1878. Time stipulated for completion of con-
720	Robt. Flaherty & Co. No. 5,647. June 18, 1878.	24,000	24,000	.....	do for smith's work.....	

721	<p>Red River Transportation Co. N. W. Kittson, Manager. Letters No. 9,108, May 29, 1878, and No. 9,144, June 10, 1878.</p>	5,175 00	5,175 00	<p>Canadian Pacific Railway.—Transport of Spikes from Duluth to St. Boniface.</p>	<p>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 &amp; Co.</p>
722	<p>Alex. Paquette. No. 5,652. June 21, 1878.</p>	5,753 34	5,753 34	<p>Public Buildings.—Build Post Office, St. John, N.B.</p>	<p>Twelve tenders received. Lowest accepted. Names on accepted tender, Napoleon Larose and Alexandre Paquette. Date of receipt of tender, 3rd September, 1877. Mr. La Rose 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 entered into with Mr. Paquette as sole Contractor, and was approved by O.C. No. 76,070, dated 2nd September, 1878. Copies of tenders, Appendix 9. Time stipulated for completion of contract, 30th November, 1878. Gross amount paid Contractor to date, \$3,585.70. Contract complete. No security deposit.</p>
723	<p>Kavanagh, Murphy &amp; Up- per. No. 5,653. June 21, 1878.</p>	232,202 50	232,202 50	<p>Canadian Pacific Railway, Pembina Branch, St. Boniface to Emerson.</p>	<p>Fifteen tenders received. Lowest accepted. Name on accepted tender, T. Kavanagh. Date of receipt of tender, 1st March, 1878. No O.C. for the addition of Messrs. Murphy &amp; Upper's names, they being additional security. Copies of tenders, Appendix 10. Estimated 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.</p>
724	<p>Cornelius Daly. No. 5,657. August 9, 1878.</p>	4.95 per hour.	4.95 per hour.	<p>Dredging Bay of Quinté, Lake Ontario.</p>	<p>Six tenders received. Lowest accepted. Name on accepted tender, Cornelius Daly. Date of receipt of tender, 17th June, 1878. Copies of tenders, Appendix 11. Estimated quantities on which tenders were extended, Appendix 11. Time stipulated for completion of contract, close of navigation, 1878. Gross amount paid Contractor to date, \$3,884.31. Contract complete. No security deposit.</p>

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879.—Continued.

Number.	Name of Contractor and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
725	Wm. Pearce. No. 5,658. August 14, 1878.	\$6.25 per hour.	\$6.25 per hour.	.....	Dredging Owen Sound, Wellford and Oellingwood.	Eleven tenders received. Lowest accepted. Name on accepted tender, Wm. Pearce. Date of receipt of tender, 17th June, 1878. Copies of tenders, Appendix 12. Estimated quantities on which tenders were extended, Appendix 13. Time stipulated for completion of contract, close of navigation, 1878. Gross amount paid Contractor to date, \$5,571.53. Contract complete. No security deposit.
726	John Harvey. No. 5,665. July 25, 1878.	7,768 75	8,260 75	492 00	Ottawa River improvements at Grand Galumet, Chapeau and other places.	Twenty-six tenders received. Second lowest accepted. First lowest, Rody O'Neill, \$7,768.75. Second lowest, John Harvey, \$8,260.75. By a Letter, No. 75,312, dated 18th July, 1878, addressed to this Department, Mr. Rody O'Neill, the lowest bidder, has withdrawn his tender. Mr. Harvey's tender accepted by O. U. No. 75,221, dated 23rd July, 1878. Name on accepted tender, John Harvey. Date of receipt of tender, 6th July, 1878. Copies of tenders, Appendix 13. Estimated quantities on which tenders were extended, Appendix 13. Time stipulated for completion of contract, Spring of 1879. Gross amount paid Contractor to date, \$1,070. No Security deposit.
727	Joseph Nicholson. No. 5,667. June 23, 1878.	1,345 00	1,345 00	.....	Cowichan River, B. C.—Clearing Channel.	By a letter to this Department, No. 75,173, dated 5th July, 1878, Mr. Pearce says that he has let the contract for clearing out the Cowichan River to the lowest bidder, Mr. Joseph Nicholson. Name on accepted tender, Joseph Nicholson. Time stipulated for completion of contract, 31st March, 1879. No security deposit. No amount yet paid to Contractor.
728	E. Chanteloup. No. 5,668. July 25, 1878.	3,070	3,070	.....	Parliament Grounds, Ottawa.—Lamp standards.	Two tenders received. Lowest accepted. Name on accepted tender, E. Chanteloup. Date of receipt of tender, 24th June, 1878. Copies of tenders, Appendix

729	Francis McKeuna. Letter No. 73,359. April, 1878.	12 per month.	12 per month.	Public Buildings, Ottawa.— Watering streets.	Four tenders received. Lowest accepted. Name on accepted tender, Francis McKeuna. Copies of tenders, Appendix O. Time stipulated for completion of contract, end of summer of 1878. Gross amount paid Contractor to date, \$76.40. Contract complete. No security deposit.
730	Léandre Fautoux. No. 5,671. August 10, 1878.	4.96 per ton.	5.06 per 10 cts. per ton. 1889	do	Eight tenders received. Second lowest accepted. First lowest, O. Legris, \$4.96 per ton. Second lowest, L. Fautoux, \$5.06 per ton. By a Letter No. 75,114, dated 16th July, 1878, addressed to this Department, Mr. O. Legris has withdrawn his tender. Mr. L. Fautoux's tender accepted by O. C. No. 75,213, dated 23rd July, 1878. Name on accepted tender, Léandre Fautoux. Date of receipt of tender, 8th July, 1878. Copies of tenders, Appendix 15. Estimated quantities on which tenders were extended, Appendix 15. Time stipulated for completion of contract, 1st October, 1878. Gross amount paid Contractor to date, \$763.33. Contract complete. No security deposit.
731	A. McIntosh. No. 5,672. August 9, 1878.	2,196	2,196	do	Eight tenders received. Lowest accepted. Name on accepted tender, A. McIntosh. Date of receipt of tender, 8th July, 1878. Copies of tenders, Appendix 15. Estimated quantities on which tenders were extended, Appendix 15. Time stipulated for completion of contract, 1st October, 1878. Gross amount paid Contractor to date, \$2,197.57. Contract complete. No security deposit.
732	Honey, Charlebois & Flood. No. 5,674. August 2, 1878.	809 813	809,813	Canadian Pacific Railway— Georgian Bay Branch.	Twenty-six tenders received. Lowest accepted. Names on accepted tender, Robt. H. McGreevy and John Honey. By a Letter No. 16,139, dated 19th July, 1878, Mr. McGreevy asks leave to withdraw his name from the tender, and by a Letter No. 16,138, dated 1st Aug, 1878, Mr. Honey requests that the names of Alphonse Charlebois and Thomas Flood be put in lieu thereof in the contract. Said request was approved by O. C. No. 16,296, dated 2nd Sept. 1878. Date of receipt of tender, 29th June, 1878. Copies of tenders, Appendix 16. Estimated quantities on which tenders were extended, Appendix 16. Time stipulated for completion of contract, 1st July, 1880. Gross amount paid Contractors to date, \$8,100. Security deposit—Originally, bank deposit receipt, \$35,000; now, bank deposit receipt, \$20,000; mortgage, \$15,000.

STATEMENT made in answer to two Orders from the House of Commons, dated the 8th and 10th March, 1879.—Continued.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price Given.	Nature of Contract.	Explanations.
733	L. Z. Mallette, No. 5,677, August 6, 1878.	\$12,909 & schedule of rates.	\$14,367 15 and schedule of rates.	\$1,458 15 and schedule of rates.	Dufferin Improvements, Quebec. St. Louis Gate.	Fifteen tenders received. Third lowest accepted. First lowest, Jos. Archer, Sr. : St. Louis Gate, \$12,909; Kent Gate, \$14,162. Second lowest, J. Low : St. Louis Gate, \$13,645.16; Kent Gate, \$14,192.66. Third lowest, Mallette & Curran, St. Louis Gate, \$14,367.16; Kent Gate, \$14,622.89. By a Letter No. 75,269, dated 18th July, 1878, Mr. Jos. Archer informs the Department that an error has been made in his tenders, which he requests to have rectified by making the figures read \$31,111 for both gates. By a Letter No 76,163, dated July 22, 1878, Mr. J. Low has requested to be granted until the 24th July to make the required 5 per cent. security deposit, but has failed to make it. The contract was then awarded to Messrs. Mallette & Curran by O. C. No. 76,560, dated 31st July, 1878. By a Letter No. 76,416, 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.C. No. 76,081, dated 2nd Sept., 1878. Names on accepted tender, Mallette & Curran. Date of receipt of tenders, 15th July, 1878. Copies of tenders : for St. Louis Gate, Appendix 17; for Kent Gate, Appendix 18. Estimated quantities on which tenders were extended : for St. Louis Gate, Appendix 17; for Kent Gate, Appendix 18. Time stipulated for completion of contract, 30th Nov., 1878. Gross amount paid Contractor for date : for St. Louis Gate, \$5,260; for Kent Gate, \$2,870. Security deposits : for St. Louis Gate, bank deposit receipt, \$1,400; for Kent Gate, bank deposit receipt, \$1,400.
734	L. Z. Mallette, No. 5,679, August 6, 1878.	14,162 & schedule of rates.	14,622 89/ and schedule of rates.	400 89 & schedule of rates.	do Kent Gate.	

735	Gouin, Murphy & Upper. No. 5,681. August 5, 1878.	30,500 00 and schedule of rates.	30,500 00 and schedule of rates.	Canadian Pacific Railway—Engine House, Selkirk.	Six tenders received. Lowest accepted. Names on accepted tender, C. L. Gouin and Mr. O' Meara, jun. By a Letter, No. 16,145, dated 5th August, 1878. Mr. O' Meara withdraws his name from the tender, and Mr. Gouin having requested that the names of Messrs. James Murphy and Joseph Upper be put in lieu thereof in the contract, it was approved by O. C. No. 16,297, dated 2nd September, 1878. Date of receipt of tender, 13th June, 1878. Copies of tender, Appendix 19. Estimated quantities on which tenders were extended, Appendix 19. Time stipulated for completion of contract, 1st September, 1879. Security deposit—Originally, bank deposit receipt; now, mortgage, \$1,500.00. No amount yet paid to Contractors.
736	John Irving. No. 5,684. July 18, 1878.	33,913 04	33,913 04	do Transport of Rails to Fraser River, B.C.	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 tender. Time stipulated for completion of contract, 1st November, 1878. No amount yet paid to Contractor. No security deposit.
737	Lemay & Blair. No. 5,689. January 10, 1877.	20,297 00 if log; 21,100 00 if framed, and 3,112 00 for platform.	20,297 00 if log; 21,100 00 if framed, and 3,112 00 for platform.	do Building eight Engineers Houses and Platforms.	Nine tenders received. Lowest accepted. Names on accepted tender, Lemay & Blair. Date of receipt of tender, 8th January, 1877. Copies of tenders, Appendix 20. Estimated quantities on which tenders were extended, Appendix 20. Time stipulated for completion of contract, 1st July, 1877. Gross amount paid to Contractors to date, \$17,730.45. Contract complete. No security deposit.
738	N. R. Freeman. No. 5,690. September 18, 1878.	4,444 00	4,444 00	Nova Scotia.—Breakwater at Somerville.	Four tenders received. Lowest accepted. Name on accepted tender, N. R. Freeman. Date of receipt of tender, 18th July, 1878. Copies of tenders, Appendix 3. Time stipulated for completion of contract, 31st May, 1879. Gross amount paid Contractor, \$4,444 00. Contract complete. No security deposit.
739	Z. Freeman, jun. No. 5,691. September 19, 1878.	5,495 00	5,495 00	do Breakwater at Pudding Pan Island.	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. Contract complete. No security deposit.
740	George Stephen, for self and St. Paul and Pacific Railway Co. No. 5,696. August 3, 1878.	Mileage to be fixed from time to time.	Mileage to be fixed from time to time.	Canadian Pacific Railway, Pembina Branch.—Agreement respecting running powers, &c.	Agreement with Mr. Geo. Stephen, representing the St. Paul and Pacific Railway Company, respecting running powers over the Pembina Branch, authorised by O. C. No. 16,180, dated 8th August, 1878. Date stipulated for completion of contract, 3rd August, 1883, or 3rd August, 1888. No security deposit.

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1878, &c.—Continued.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
741	B. Beaumont & Co. No. 75,388. July 22, 1878.	\$2,415 98	\$2,491 00	\$75 02	Point du Chêne Breakwater, N.B.—Extension.	Twenty-one tenders received. Second lowest accepted. First lowest, Archibald McKay, \$2,415.98. Second lowest, Beaumont & Co., \$2,491. 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. Archibald McKay, on the grounds that during the past eight or ten years Mr. McKay has failed to complete several contracts on the Intercolonial Railway. Messrs. Beaumont & Co's. tender was accepted by O. C. No. 75,541, dated 2nd August, 1878. Name on accepted tender, B. Beaumont & Co. Date of receipt of tender, 26th July, 1878. Copies of tenders, Appendix 21. Time stipulated for completion of contract, 1st December, 1878. Gross amount paid Contractors, \$2,491. Contract complete. No security deposit.
742	Edmund Ingalls. No. 5,697. July 26, 1878.	3,261 00	3,261 00	.....	Canadian Pacific Railway.—Completion of Neebing Hotel for railway offices.	Seven tenders received. Lowest accepted. Name on accepted tender, Edmund Ingalls. Date of receipt of tender, 20th July, 1878. Copies of tenders, Appendix 44. Time stipulated for completion of contract, 28th September, 1878. Gross amount paid Contractor, \$3,456.85. Contract complete. No security deposit.
743	George J. Grant. No. 5,705. August 26, 1878.	24,879 00	33,200 00	8,321 00	St. John, N.B.—New Savings Bank.	Seventeen tenders received. First lowest, Jones & Thomas, \$24,879. Second lowest, McKay & Sherman, \$33,000. Third lowest, G. J. Grant, 33,200. By a letter to this Department, No. 74,586, dated 14th June, 1878, Messrs. Jones & Thomas have asked leave to withdraw their tender. Contract awarded to McKay & Sherman by O. C. No. 74,960, dated 2nd July, 1878. Mr. Sherman has since withdrawn from partnership in the said

<p>firm by a letter to this Department, No. 75,458, dated 29th July, 1878, and the Department being advised by its resident Engineer 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. 76,378, dated 23rd September, 1878, and O. C. No. 74,860, cancelled. Name on accepted tender, 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 Contractor to date, \$25,300. No security deposit.</p>																																		
<p>744 James Barclay. No. 5,737. September 16, 1878.</p>																																		
<p>745 Alex. Cheverie and Richard Lyons. No. 5,738. September 9, 1878.</p>																																		
<p>746 L. Arthur. No. 5,739. September 4, 1878.</p>																																		
<p>747 Samuel Martin. O. C. No. 76,689. October 5, 1878.</p>																																		

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1878, &c.—Continued.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
748	T. R. Brooks. Letter No. 75,513, July 29, 1878.	\$3,000 00	\$3,000 00	.....	Breakwater at Hampton, N.S.	Only one tender received. See Letter No. 75,513, dated 29th July, 1878. Name on accepted tender, T. R. Brooks. Date of receipt of tender, 1st August, 1878. Time stipulated for completion of contract, 30th June, 1879. Gross amount paid Contractors to date, \$360. No security deposit.
749	R. Fowler. Letter No. 75,596, August 8, 1878.	Schedule of rates.	Schedule of rates.	.....	Welland Canal.—Castings and Iron for Canal and Feeder.	Six tenders received. Lowest accepted. Name on accepted tender, R. Fowler. Date of receipt of tender, 8th August, 1878. Copies of tenders, Appendix 27. Estimated quantities on which tenders were extended, Appendix 27. Time stipulated for completion of contract, 1st August, 1879. Gross amount paid Contractor to date, \$12,534. No security deposit.
750	John M. Stewart. Letters No. 76,026, August 30, 1878, and No. 76,135, September 7, 1878.	2,995 00	2,995 00	.....	Breakwater at Wood Island, P.E.I.	Nine tenders received. Lowest accepted. Name on accepted tender, J. M. Stewart. Date of receipt of tender, 3rd September, 1878. Copies of tenders, Appendix 5. Time stipulated for completion of contract, 20th June, 1879. No amount yet paid to Contractor. No security deposit.
751	Birmingham, Smith & Kealey. Letters No. 75,680, July 30, 1878, and No. 76,280, August 30, 1878.	6,451 00	6,451 00	.....	Telegraph Line between Yale and Quesnelmouth, B.C.	The resident Engineer informs the Department that he has awarded the contract for re-building the telegraph line between Yale and Quesnelmouth to the lowest tenderer. See Letter No. 75,660, dated 30th July, 1878. In Letter No. 76,280, dated 31st August, 1878, the same Engineer gives the names of persons to whom contracts have been awarded. Names on accepted tender, James D. Birmingham, John Smith and William Kealey. Date of receipt of tender, 13th August, 1878. Copies of tenders, Appendix 6. Estimated quantities on which tenders were extended, Appendix 6. Time stipulated for completion of contract, 30th November, 1878. No security deposit.

752	Purcell & Ryan. No. 5,717, September 15, 1878.	.....	.....	Canadian Pacific Railway— Build a Tunnel on Section 25 (additional work.)	No tenders received. See Letters No. 16,056, dated 27th July, 1878, and No. 16,352, dated 20th August, 1878. Time stipulated for completion of contract, 1st November, 1877. Gross amount paid Contractors, \$70,830. Contract completed. No security deposit.
753	Campbell & Humphrey. No. 5,718. Jan. 10, 1877.	320	.....	do Long ties at Fort William.	No tenders received. See Letters No. 16,056, dated 27th July, 1878, and No. 16,352, dated 20th Aug., 1878. Time stipulated for completion of contract, 15th April, 1877. Gross amount paid Contractors, \$320. Contract completed. No security deposit.
754	Aug. Trépanier. Letters No. 75,233, July 24, 1878, and No. 75,352, July 27, 1878.	1,984	1,984	Fortifications, Lévis.—Platforms for guns.	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.
755	Fred. A. Munson. No. 5,731, Oct. 2, 1878.	3,919.50	3,919.50	Pickering Harbour, Ontario.—Dredging and pier.	Ten tenders received, including two too late and one informal. Lowest accepted. Name on accepted tender, Fred. A. Munson. Date of receipt of tender, 23rd Sept., 1878. Tender accepted by O. C. No. 76,371, dated 25th Sept., 1878. Copies of tenders, Appendix 28. Estimated quantities on which tenders were extended, Appendix 28. Time stipulated for completion of contract, 30th Nov., 1878. Gross amount paid Contractor to date, \$3,720. No security deposit.
756	Jas. W. McKenzie. Letter No. 75,792. Aug. 16, 1878.	3,980	4,439	Bayfield, N.S., Breakwater.....	Sixteen tenders received. Second lowest accepted. First lowest, Allan McDonald, \$3,980. Second lowest, J. W. McKenzie, \$4,439. The resident Engineer does not recommend the acceptance of the lowest tender. See Letter No. 75,792, dated 16th Aug., 1878. Mr. McKenzie's tender accepted by O. C. No. 76,376, dated 26th Sept., 1878. Name on accepted tender, James W. McKenzie. Date of receipt of tender, 16th Aug., 1878. Copies of tenders, Appendix 28. Time stipulated for completion of contract, 10th June, 1879. Gross amount paid Contractor to date, \$2,500. Security deposit—Bank deposit receipt, \$221.95.

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879—Continued.

Number.	Name of Contractor, and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price Given.	Nature of Contract.	Explanations.
767	Wm. Toms. No. 5,733. Oct. 15, 1878.	\$24,785	\$25,900	\$1,115	Post Office, Custom House, &c., at Windsor, Ont.	Eight tenders received. Third lowest accepted. First lowest, Wm. McEvela, \$24,785. Second lowest, Sam'l Adams, \$25,450. Third lowest, Wm. Toms, \$25,900. By a telegraphic message to the Department, No. 76,384, dated 25th Sept., 1878, Mr. McEvela withdraws his tender. By a Letter to the Department, No. 76,452, dated 29th Sept., 1878, Mr. Adams withdraws his tender. Mr. Toms' tender accepted by O. C. No. 76,568, dated 2nd Oct., 1878. Name on accepted tender, Wm. Toms. Date of receipt of tender, 17th Sept., 1878. Copies of tenders, Appendix 30. Time stipulated for completion of contract, 30th Aug., 1879. Gross amount paid Contractor to date, \$5,170. Security deposit—Bank deposit receipt, \$1,850.
768	A. J. Brown. No. 5,735. Oct. 17, 1878.	15,865	16,305	.....	Build Post Office, Custom House, &c., at Brantford.	Six tenders received. Lowest accepted. Name on accepted tender, A. J. Brown. Date of receipt of tender, 26th Sept., 1878. Copies of tenders, Appendix 31. Time stipulated for completion of contract, 30th Aug., 1879. Gross amount paid Contractor to date, \$2,420. Security deposit—Bank deposit receipt, \$849.
769	Joseph Whitehead. No. 5,740. September 18, 1878.	.....	.....	.....	Canadian Pacific Railway.—Embankment on the 14th Contract, Red River to Cross Lake.	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.
760	James E. Poole. No. 5,741. January 22, 1879.	19,800	22,700	2,900	Souris East, P.E.I.—Re-build Breakwater.	Nineteen tenders received. Third lowest accepted. First lowest, Samuel Croucher, \$19,900. Second lowest, Michael O'Connor, \$22,600. Third lowest, James E. Poole, \$22,700. By a telegram to this Department, No. 76,624, dated 21st June, 1878, Mr. Croucher states that his sureties refused to back him, and that he could

761	Williams, Anderson & Williams, No. 5, 747. October 19, 1878.	95,000	218,000	123,000	Re-build Custom House, St. John, N.B.	<p>not complete arrangements to take the contract. By a letter to this Department, dated 22nd August, 1878, Mr. O'Connor withdraws his tender. Mr. Poole's tender accepted by O.C. No. 78,063, dated 13th December, 1878. Name on accepted tender, James E. Poole. Date of receipt of tender, 12th June, 1878. Copies of tenders, Appendix 32. Time stipulated for completion of contract, 1st October, 1879. No amount yet paid to Contractor. Security deposit—Real estate mortgage, \$1,137.50.</p>
762	Donahy Grant, No. 5, 761. September 26, 1878.	2,385	2,385	.....	Fort Wellington, Prescott—Repairs.	<p>Thirty-three tenders received (including seven informal and three too late), as follows:—For joiners' work; for masons' work; for whole work. Second lowest for whole work accepted. First lowest for joiners' work, Andrew Johnson, \$39,800. First lowest for masons' work, R. J. Foxwell, \$161,018. By a telegram to this Department, No. 78,897, dated 20th August, 1878, Mr. Johnson declined to undertake the contract unless he were also awarded the masonry. R. J. Foxwell, whose tender was lowest for the masonry, has been unable to make the cash deposit, although allowed one month to do so. The remaining tenders for the masons' and joiners' work respectively, are found, when added together, to exceed the lowest tender for the whole work. First lowest tender for whole work, A. McKay, \$85,000. Second lowest for whole work, Williams, Anderson &amp; Williams, \$218,000. By a telegram to this Department, No. 76,710, dated 14th August, 1878, Mr. McKay applies to correct an alleged error in his tender by adding \$100,000 thereto, and such application has not been entertained. Tender of Messrs. Williams, Anderson &amp; Williams accepted by O.C. No. 76,730, dated 8th October, 1878. Name on accepted tender, Williams, Anderson &amp; Williams. Date of receipt of tender, 12th August, 1878. Copies of tenders, Appendix 33. Estimated quantities on which tenders were extended, Appendix 33. Time stipulated for completion of contract, 1st October, 1880. Gross amount paid Contractors to date, \$13,400. Security deposit—Bank deposit receipt, \$10,900.</p> <p>Fifteen tenders received. Lowest accepted. Name on accepted tender, D. J. Grant. Date of receipt of tender, 17th August, 1878. Copies of tenders, Appendix 34. Estimated quantities on which tenders were extended, Appendix 34. Time stipulated for completion of contract, 1st June, 1879. Gross amount paid Contractors to date, \$1,205. No security deposit.</p>

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879—Continued.

Number.	Name of Contractor, and Number and Date of Contract.	Amount of Lowest Tender received.	Amount of Contract awarded.	Difference between Lowest Tender and Price given.	Nature of Contract.	Explanations.
763	Snow & Scouller. No. 5,762. November 25, 1878.	\$16,814	\$16,814	.....	Build Post Office at Fredericton.	Thirteen tenders received. Lowest accepted. Names on accepted tender, Snow & Scouller. Date of receipt of tender, 2nd September, 1878. Copies of tenders, Appendix 35. Time stipulated for completion of contract, 30th April, 1879. Security deposit—Bank deposit receipt, \$850.
764	Thomas Condell. No. 5,762. November 7, 1878.	1,925	1,925	.....	Rideau Hall.—Wash-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 contract, 4th January, 1879. Gross amount paid Contractor, \$1,938.60 Contract completed. No security deposit.
765	Williamson, Rogers & Farrell. No. 5,771. November 25, 1878.	127,150	127,150	.....	Lachine Canal.—Complete Section No. 9.	Nine tenders received. Lowest accepted. Name on accepted tender, Jas. Williamson. Date of receipt of tender, 18th September, 1878. Copies of tenders, Appendix 37. Estimated quantities on which tenders were extended, Appendix 37. Time stipulated for completion of contract, 28th April, 1879. Gross amount paid Contractor to date, \$91,100. Security deposit—Bank deposit receipt, \$5,000.

766	McCartney & McMillan. No. 5,775. November 21, 1878.	about 1,680	about 1,680	Telegraph Line between Vic- toria and Nanaimo.	Sixteen tenders received. Lowest accepted. Names on accepted tender, McCartney & McMillan. Date of re- ceipt 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, 16th April, 1879. Security deposit—Bank deposit receipt, \$50.
767	L. A. Senecal. No. 5,781. January 13, 1879.	35,750	35,750	Intercolonial Railway.—Nut- lock on check-plate to rails.	Only one tender received. L. A. Senecal's tender ac- cepted by O. C. No. 17,023, dated 30th December, 1878. Name on accepted tender, L. A. Senecal. Time stipulated for completion of contract, 1st August, 1879. No amount yet paid to Contractor. No security deposit.
768	Beaton & McDonald. No. 5,784. February 8, 1879.	8,945	8,945	West Arichat, N.S.—Break- water works.	Six tenders received. Lowest accepted. Names on ac- cepted tender, Beaton & McDonald. Date of receipt of tender, 25th July, 1878. Copies of tenders, Appendix 7. Time stipulated for completion of contract, 1st February, 1880. Gross amount paid Contractors to date, \$2,000. Security deposit—Bank deposit receipt, \$447.25.
769	John McDougal. No. 5,793. March 22, 1879.	7,229	7,229	Lachine Canal.—Wellington Street Bridge.	Four tenders received. Lowest accepted. Name on accepted tender, John McDougal. Date of receipt of tender, 8th 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.
770	W. P. Bartly & Co. No. 5,794. March 24, 1879.	7,704.83	7,704.83	do Mill Street Bridge.	Four tenders received. Lowest accepted. Name on ac- cepted tender, W. P. Bartly & Co. Date of receipt of tender, 8th February, 1879. Copies of tenders, Ap- pendix 39. Estimated quantities on which tenders were extended, Appendix 39. Time stipulated for com- pletion of contract, 28th April, 1879. No amount yet paid to Contractors. No security deposit.

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879.—Continued.

Number.	Name of Contractor and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
771	P. Burns and J. Hency, No. 5,799. March 13, 1879.	<p>\$4.25 for maple; 3.75 for mixed wood.</p>	<p>\$4.25 for maple; 3.75 for mixed wood.</p>	<p>\$0.25 for mixed wood.</p>	<p>Public Buildings, Ottawa.—Supply of Firewood.</p>	<p>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. Second lowest, Geo. D. Fisher, \$4.18 for maple and \$3.88 for mixed wood. Third lowest, Patrick Burns and John Nicholson, whose prices are alike, viz.: \$4.25 for maple and \$4 for mixed wood. Mr. Doyal has failed to comply with the conditions of the Department, <i>i. e.</i> to deposit \$1,000 as security. By a Letter to this Department, No. 78,981, dated 21st January, 1879, Mr. Geo. B. Fisher states that he cannot accept a portion of the firewood contract at prices named in his tender unless he gets the whole quantity to supply. Mr. Burns has deposited the \$1,000 security required, and informed the Department that he has associated with himself Mr. John Hency, who, for many years past, has been the Contractor for the supply of firewood to the Public Buildings, which service he has discharged to the entire satisfaction of the Department. Mr. Burns' tender accepted by O. C. No. 79,700, dated 11th February, 1879. Name on accepted tender, Patrick Burns. Date of receipt of tender, 16th January, 1878. Copies of tenders, Appendix 40. Estimated quantities on which tenders were extended, Appendix 40. Time stipulated for completion of contract, 17th October, 1882. No amount yet paid to Contractors. Security deposit—Bank deposit receipt, \$1,000.</p>
772	Enoch Lunt & Sons, 5,809. December 20, 1878.	<p>1st year, 10,000. 2nd year, 9,000. 3rd year, 8,000.</p>	<p>1st year, 10,000. 2nd year, 9,000. 3rd year, 8,000.</p>	<p>.....</p>	<p>Subsidy for running Steamer between Gaspé and Campbellton.</p>	<p>No tenders received. See No. 18,005, dated 1st March, 1873. Name on accepted tender, Enoch Lunt &amp; Sons. Time stipulated for completion of contract, close of navigation, 1881. No amount yet paid to Contractors. No security deposit.</p>

<p>773 J. Marks, John Ginty, Patrick Purcell and Hugh Ryan, styled Purcell &amp; Co. No. 5,817. March 7, 1879.</p>	<p>2,203,896 or 2,300,196</p>	<p>Canadian Pacific Railway—Grading, &amp;c., between English River and Eagle River, Form A, 118 miles.</p>	<p>Twenty tenders received, including four irregular. Lowest accepted for the construction of 118 miles of the Canadian Pacific Railway, between English River and Eagle River. Name on accepted tender, Thos. Marks and Jas. Conmee. By a letter to this Department, No. 7,934, dated 27th February, 1879, Messrs Marks and Conmee request that the names of Messrs. John Ginty, P. Purcell and Hugh Ryan be associated with Mr. Marks in the tender in the place of Mr. Conmee. Messrs. Marks &amp; Sonmee's tender accepted by O. C. No. 18,007, dated 3rd March, 1879. See also, No. 18,034, dated 5th March, 1879. Date of receipt of tender, 1st January 1879. Copies of tenders, Appendix 41. Estimated quantities on which tenders were extended, Appendix 41. Time stipulated for completion of contract, 1st July, 1883. No amount yet paid to Contractors. Security deposit—Bank deposit receipt and bank stock, \$110,000.</p>
<p>774 J. H. Fraser, G. J. Grant, J. M. Pitblado, A. Manning, John Shields and J. F. McDonald, styled Fraser, Manning &amp; Co. No. 5,828. March 20, 1879.</p>	<p>4,130,707</p>	<p>Canadian Pacific Railway—Grading, &amp;c., between Eagle River and Keewatin, Form B, 67 miles.</p>	<p>Sixteen tenders received, including two irregular. Third lowest accepted for the construction of 67 miles of the Canadian Pacific Railway, between Eagle River and Keewatin. First lowest, Morse, Nicholson &amp; Co., \$3,364,274. Second lowest, Andrews, Jones &amp; Co., \$3,915,942. Third lowest, Fraser, Grant &amp; Co., \$4,130,707. By a letter to this Department, No. 17,877, dated 25th Feb., 1879, Messrs. Morse &amp; Co. withdrew their tender for section B. By a letter to this Department, No. 17,954, dated 1st March, 1879, Messrs. Andrews, Jones &amp; Co. state that they have deposited to the credit of the Receiver General some \$50,000 as security on account of their tender for Section B, and that they would complete the deposit of 5 per cent. within one week. It cannot be said that Messrs. Andrews, Jones &amp; Co. declined to accept a contract in accordance with their tender, for they expressed their readiness to do so. Their failure consisted in not making the deposit required within the period assigned them by the Minister of Public Works; application was even made by them for additional time to pay the deposit money, adding that if this extension of time were granted, they were prepared to complete a contract for carrying on the work. The Minister, however, did not recognize that the public interest would be consulted by this concession being extended. Messrs. Fraser, Grant &amp; Pitblado's tender accepted by O. C. No. 18,039, dated 5th March, 1879. See also Mr. Fleming's report No. 17,710, dated 1st Feb., 1879, and No. 17,711, dated 12th Feb., 1879. Names on accepted</p>

STATEMENT made in answer to two Orders from the House of Commons, dated the 3rd and 10th March, 1879.—Continued.

Number.	Name of Contractor and Number and Date of Contract.	Amount of lowest Tender received.	Amount of Contract awarded.	Difference between lowest Tender and Price given.	Nature of Contract.	Explanations.
775	Laurang Parry. No. 5,823. March 31, 1879.	\$3,670	\$3,670	.....	Big Minningash, P. E. I.—Breakwater works.	tender, Fraser, Grant & Pitblado. Date of receipt of tender, 1st Jan., 1879. Copies of tenders, Appendix 42. Estimated quantities on which tenders were extended, Appendix 42. Time stipulated for completion of contract, 1st July, 1883. No amount yet paid to Contractors. Security deposit—Bank deposit receipt and bank stock, \$206,900
776	Canadian Express Company and Eastern Express Company. No. 5,826. July 1, 1876.	.....	Company to pay Government one-third of gross earnings.	.....	Intercolonial Railway—Express business on whole line.	Fifteen tenders received. Lowest accepted. Name on accepted tender, Laurang Parry. Date of receipt of tender, 5th Oct., 1876. Copies of tenders, Appendix 43. Time stipulated for completion of contract, 1st June, 1879. No amount yet paid to Contractor. Security deposit—Bank deposit receipt \$183.50.
777	F. W. Fishwick. No. 5,827. Aug. 29, 1874.	.....	Contractor to pay Government one-third of gross earnings.	.....	Intercolonial Railway—Express business between Halifax and Pictou and Amherst, N.S.	No tenders invited. Name on accepted offer, F. W. Fishwick. Time stipulated for completion of contract, 1st September, 1876. No security deposit.

778	Joseph, Upper & Co. No. 5,830. March 12, 1879.	Contractors to pay Government one-third of gross earnings.	.....	Canadian Pacific Railway, Pembina Branch.—To equip and operate branch in lieu of Government.	No tenders invited. Offer of Joseph Upper & Co. accepted by O. C. No. 18,250, dated 13th March, 1879. Names on accepted offer, Jos. Upper, Benj. W. Folger, James Swift, and Matthew H. Folger. Time stipulated for completion of contract, on completion of C. P. R. line between Thunder Bay and Selkirk. No amount yet paid to Contractors. Contract incomplete. No security deposit.
779	Contract between McIntyre, Worthington and the Canada Central Railway Co. No. 5,831. April 20, 1878.	Subsidy, \$12,000 per mile.	.....	Canada Central Railway Co. Subsidy for extension of line from Pembroke to Eastern Terminus of Georgian Bay Branch of Canadian Pacific Railway.	No tenders invited. Offer of Canada Central Railway Company accepted by O. C. No. 19,617, dated 18th April, 1878. Time stipulated for completion of contract, 30th December, 1880. Gross amount paid Contractors to date, \$86,603. Contract incomplete. No security deposit.
780	Cooper, Fairman & Co. Letter No. 6,819. July 28, 1876.	\$8,550	.....	Canadian Pacific Railway. Supply railway spikes and deliver them at Fort William.	Six tenders received. Lowest accepted. Name on accepted tender, Cooper, Fairman & Co. Date of receipt of tender, 24th July, 1876. No security deposit.

(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 self 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, President; J. Harvey, Secretary.....	\$22 95
Smith & Theighley.....	19 95
North-West Transportation Co.—S. Neelor, President.....	18 00
Cooper, Fairman & Co.....	19 00

(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 sureties 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.....	\$49 75
Lee & Leys.....	49 80
Pillow, Hersey & Co.....	50 00
R. & J. Hope.....	51 00
J. A. Fisher.....	51 50
John Payne.....	52 25
G. H. Parsons.....	54 29
J. Taylor & Bro.....	55 00
R. Millard & Co.....	55 50
B. J. Coghlin.....	56 50
Dilworth, Porter & Co.....	48 16
Dana & Co.....	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 persons as sureties for the due fulfilment of the same.

C. E. D. Snow.....	\$7,000 00
M. R. Freeman.....	4,444 00
George S. Parker.....	4,944 00
J. W. Chandler.....	6,450 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 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 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)	
C. E. Seely.....	7,550 00
George McLeod.....	8,500 00
Samuel Miles.....	5,873 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 under-mentioned persons as sureties for the due fulfilment of the same.

John M. Stewart, .....	2,995 00
G. Wightman .....	3,750 00
Sanders & Hume.....	3,800 00
J. D. Mackenzie .....	3,878 00
James Brown.....	3 970 00
A. O'Connor.....	4,250 00
Richard Weeks.....	4,350 00
John Sinnott.....	4,595 00
J. McCormack.....	22,888 00

(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  
per M..... \$2,491 00  
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,

(Signed) B. W. PEARSE,  
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,

(Signed) B. W. PEARSE,  
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 instructions of the Honorable the Minister of Public Works, for the sums named as under.

	Flemming & Sons.	Riley & Brown.	Foxwell & Colby.	Bainnie, Stirling & Emery.	Flood & Prince.	J. Harris & Co.	Perry & McDonald.	George Blake.	J. H. Hutchison.	W. L. Williams.	Murphy & Jones.	Stewart & Hutchison.
the tender comprising whole of the works in one bulk sum.....	\$	\$ cts.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	25,500	.....	120,175	139,850	118,800	.....	146,151	Informal	.....	108,000	129,834	124,750
<i>Or Separate tenders, as follows:—</i>												
No. 1—Excavation, mason and bricklayer's work, Specification A.....			68,000				100,109		87,000	56,000	55,527	
No. 2—Carpenter and joiner's work, Specification B.....			15,000				11,777				11,024	
No. 3—Slater & plasterer's work, Specifications C & E.....		6,318 35	3,500				3,300				3,000	
No. 4—Tinsmith's work, Specification D.....						1,150	975				700	
No. 5—Painter & glazier's work, Specification F.....			4,700				4,700				3,800	
No. 6—Plumber, gasfitter and bellhanger's work, Specifications G, H and I.....			1,975				790	1,975			1,400	
No. 7—Smith and founder's work, Specification K.....	25,500		27,000			27,646	24,500					



(Appendix No. 8—Continued.)

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.

	Flemming & Sons.	Riley & Brown.	Foxwell & Colby.	Rainnie, Strirling & Smery.	Flood & Prince.	J. Harris & Co.	Perry & McDonald.	George Blake.	J. H. Hutchison.	W. L. Williams.	Murphy & Jones.	Stewart & Aitchison.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Excavation below contract level, as per Specification, including filling in, ramming, and carting away surplus materials..... p. c. yd. of 27 ft.	.....	.....	1 00	0 75	1 25	.....	1 00	.....	1 00	0 75	1 10	1 00
Taking down old basement walls and removing materials (this item to include taking out sufficient soil, &c, at side of wall, to allow of mason working at the rebuilding)..... per c. yd.	.....	.....	0 75	0 50	1 40	.....	0 75	.....	0 25	0 50	1 00	2 00
Granite walling in foundations below or above contract level, including all labor and materials, as per Specification..... per c. ft.	.....	.....	0 85	0 25	0 50	.....	0 40	.....	0 40	0 35	0 45	0 60
Freestone walling to basements, including all labor and materials, as per Specification..... do	.....	.....	1 50	.....	1 50	.....	0 40	.....	0 33	1 75	0 55	0 65
Extra for labor only, to external facing to freestone walling in basements, as per Specification..... p. sup. ft.	.....	.....	4 50	.....	4 00	.....	4 00	.....	2 70	.....	0 30	2 70
Extra for labor only, to external dressings to doors and windows of basement, measured only to faces showing..... do	.....	.....	0 75	.....	0 50	.....	0 50	.....	0 40	0 65	0 30	0 40

(Appendix No. 8—Concluded.)

POST OFFICE, SAINT JOHN, N.B.—SCHEDULE to be submitted with Tender, etc.—*Concluded.*

	J. G. McDonald.	J. Isbester.	Ward & Ward.	J. S. Armstrong.	R. R. Walsh.	Wm. Cansey.	J. Bourke.	R. Flaherty & Co.	G. J. Chubb.	Keening & Fellows.	A. Christie & Co.	McKean & Millikin.	Kang, McInery & Mooney.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Excavation below contract level, as per Specification, including filling in, ramming, and carting away surplus materials.....	1 50	0 30	1 00	1 10	1 25	.....	2 00	.....	.....	0 75	1 75	.....	.....
Taking down old basement walls and removing materials (this item to include taking out sufficient soil, &c., at side of wall, to allow of mason working at the rebuilding).....	.....	1 50	0 25	0 50	0 75	.....	0 85	.....	.....	3 00	1 25	.....	.....
Granite walling in foundations below or above contract level, including all labor and materials, as per Specification.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Freestone walling to basements, including all labor and materials, as per Specification.....	11÷27	0 60	0 40	0 50	0 60	0 88	0 45	.....	.....	0 50	0 85	.....	.....
Extra for labor only, to external facing to freestone walling to basements, as per Specification.....	14÷27	0 50	0 33	0 56	0 60	.....	0 55	.....	.....	.....	1 25	.....	.....
Extra for labor only, to external dressings to doors and windows of basement, measured only to faces showing.....	1 80	4 00	0 40	2 00	1 80	.....	1 80	.....	.....	.....	1 20	.....	.....
do.....	0 25	0 60	0 50	0 30	0 40	.....	0 20	.....	.....	.....	1 30	.....	.....

(Appendix No. 9.)

## POST OFFICE, &amp;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. :—

	Payette & Larose.	James Howley.	N. Trudel.	Wright & Bouchard.	Dennis O'Brien.	Dupont, Deschamps & Cartier.	J. Chagnon.	Ish. Molléur.	Theo. Brodeur	Felix Côté.	T. Brodeur.	Demers & Lalonde.
Tender comprising the whole of the works in one bulk sum .....	\$ 5,400	\$ 6,980	\$ 7,000	\$ 7,373	\$ 7,997	\$ 8,000	\$ 9,000	\$ 9,000	\$ 9,487	\$ 9,500	\$ 9,790	\$ 10,500

Appendix No. 10.)

**THIRTY-THIRD CONTRACT.**

**CANADIAN PACIFIC RAILWAY (Pembina Branch)—GRADING, BRIDGING AND TRACK-LAYING, BETWEEN ST. BONIFACE AND EMERSON, 63½ MILES.**

*Tender for Works.*

The undersigned hereby offer to furnish all necessary plant, materials and labor, and to execute and complete, to the entire satisfaction of the Engineer-in-Chief, 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 Station and the Intercolonial Boundary at Emerson, upon the terms and conditions stipulated in the Specification bearing date 14th April, 1876, and within the time stated in the Bill of Works bearing date 7th February, 1878, at the rates given herewith, which rates applied to the approximate quantities given in the Bill of Works, amount in the aggregate to the sum of \$

The undersigned further agree that all additions to, and alterations or omissions in the work contracted for, shall be valued, and added to or deducted from the above-mentioned amount, as the case may require, according to the several prices set opposite to 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 running order by the above date, and complete the same early the following year.

**SCHEDULE OF QUANTITIES AND PRICES.**

Approximate Quantities	Description of Work.	C. C. Couvrette.		A. Charlebois.		Kavanagh, Murphy & Upper.		L. Z. Mallette.		John Ryan.	
		Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts
100	Acres clearing .....	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
50	do close cutting .....	15 00	1,500	10 00	1,000	24 00	2,400 00	10 00	1,000	3 00	200
100	do grubbing (including side-ditches and off-take drains) .....	20 00	1,000	30 00	1,500	28 00	1,400 00	30 00	1,500	2 00	100
666,000	Lineal feet fencing .....	20 00	2,000	25 00	2,500	50 00	5,000 00	25 00	2,500	5 00	500
100	Cubic yds. loose rock excavation .....	9 00	5,994	10 00	6,660	5 00	33,300 00	7 00	46,660	1 10	7,328
140,000	do earth excavation (includ. borrowing) .....	1 00	100	3 00	300	2 50	250 00	2 50	250	1 00	100
10,000	do excavation in off-take ditches, bays and railway limits .....	0 20	28,000	0 23	32,200	0 25	35,000 00	0 23	32,400	0 23	32,200
1,000	Lineal feet under-drains .....	0 20	2,000	0 23	2,300	0 30	3,000 00	0 23	2,300	0 25	2,500
2	Spans Howe truss, 100 feet clear .....	15 00	150	20 00	700	25 00	750 00	20 00	700	20 00	200
1	do do 80 .....	3,200 00	6,400	3,500 00	7,000	3,000 00	6,000 00	3,500 00	7,000	4,000 00	8,000
1	do do 60 .....	2,400 00	2,400	2,500 00	2,500	2,500 00	2,500 00	2,500 00	2,500	3,000 00	3,000
1	do do .....	1,500 00	1,500	1,800 00	1,800	2,500 00	1,750 00	1,500 00	1,800	2,000 00	2,000

3,500	3 00	7,500	3 50	8,750	3 50	8,750 00	3 50	8,750 00	6 00	15,000
1,000	1 00	1,000	1 50	1,500	1 50	1,500 00	1 50	1,500 00	3 00	3,000
	15 00		16 00		15 00		15 00		15 00	
	13 00		14 00		15 00		15 00		14 00	
	15 00		18 00		12 00		12 00		12 00	
	13 00		16 00		10 00		10 00		11 00	
	12 00		12 00		8 00		8 00		10 00	
	11 00		12 00		12 50		12 50		10 00	
	10 00		10 00		11 00		11 00		9 00	
	6 00		5 00		10 00		10 00		9 00	
	0 90		1 25		2 00		2 00		0 75	
2,500	0 55	1,375	0 60	1,500	0 40	1,000 00	0 60	1,500	0 50	1,250
<i>Square timber in trestle-work, bridges, culverts, &amp;c.</i>										
3,500	0 45	1,125	0 50	1,250	0 50	1,250 00	0 50	1,250	0 60	1,500
2,000	0 45	900	0 45	800	0 50	1,000 00	0 45	800	0 55	1,120
2,500	0 35	875	0 40	1,000	0 40	1,000 00	0 40	1,000	0 43	1,075
36,000	0 30	11,000	0 35	13,300	0 30	13,300 00	0 30	13,300	0 45	17,100
4,000	0 20	800	0 20	1,200	0 25	1,000 00	0 30	1,200	0 34	1,360
14,000	0 20	2,800	0 20	2,800	0 18	2,520 01	0 20	2,800	0 23	3,220
15,000	0 25	3,750	0 30	4,500	0 35	5,250 00	0 30	4,500	0 45	6,750
7,000	0 20	1,400	0 25	1,750	0 25	1,750 00	0 25	1,750	0 34	2,380
1,800	0 16	240	0 15	225	0 18	270 00	0 15	225	0 23	345
1,000	0 12	120	0 12	120	0 12	120 00	0 12	120	0 15	150
500	0 20	100	0 20	100	0 21	103 00	0 20	100	0 25	125
4,000	0 14	560	0 15	600	0 15	600 00	0 15	600	0 17	680
1,000	0 10	100	0 12	120	0 10	100 00	0 10	120	0 15	150
1,000	0 10	100	0 10	100	0 10	100 00	0 10	100	0 15	150
500	0 08	40	0 12	60	0 12	60 00	0 12	60	0 10	50
22,000	0 10	2,200	0 10	2,200	0 15	3,300 00	0 10	2,200	0 20	4,400
10,000	0 08	800	0 10	1,000	0 10	1,000 00	0 10	1,000	0 20	2,000
1,000	25 00	25	30 00	30 00	20 00	20 00 00	28 00	35	35 00	2,000
110,000	20 00	2,200	20 00	2,200	25 00	2,750 00	20 00	2,200	40 00	4,400
1,000	75 00	75	100 00	100	50 00	50 00 00	100 00	100	50 00	50
25,000	0 10	2,500	0 12	3,000	0 10	2,500 00	0 12	3,000	0 10	2,500
8,500	0 07	595	0 08	680	0 10	850 00	0 08	680	0 10	80
165,000	0 42	69,000	0 40	66,000	0 27	44,550 00	0 40	66,000	0 45	74,250
66	200 00	13,200	200 00	13,200	250 00	16,500 00	200 00	13,200	325 00	21,450
110,000	0 25	27,500	0 20	33,000	0 27	29,700 00	0 30	33,000	0 40	44,000
20	20 00	400	25 00	500	25 00	500 00	25 00	500	25 00	500
<b>Total amount.....</b>										<b>265,986</b>
<b>Total amount.....</b>										<b>259,553</b>
<b>Total amount.....</b>										<b>232,202 50</b>
<b>Total amount.....</b>										<b>219,645</b>
<b>Total amount.....</b>										<b>203,624</b>



do	culvert masonry in common lime mortar, lipped with cement	16 00	1,000	0 35	875	0 50	1,250	0 55	1,375	0 25	625
do	do	14 00									
do	culvert masonry, dry	14 00									
do	brickwork in hydraulic cement mortar	19 00									
do	brickwork in common lime mortar, lipped with cement	17 50									
do	concrete made with hydraulic cement	5 00									
do	clay puddle	0 75									
do	Lineal feet piles—tamarack or oak, of size to square 12 inches at large end	0 40	1,000	0 35	875	0 50	1,250	0 55	1,375	0 25	625
2,500	<i>Squared timber in trestle-work, bridges, culverts, &amp;c.</i>										
2,000	1 in. feet, 16 inches by 12 inches, white pine... per I. ft.	0 50	1,250	0 40	1,000	0 60	1,500	0 55	1,575	0 32	800
2,500	do 15 do 12 do do	0 48	980	0 36	720	0 50	1,000	0 55	1,100	0 30	600
38,000	do 15 do 9 do do	0 40	1,000	0 32	800	0 40	1,000	0 50	1,500	0 24	600
do	do 12 do 12 do white pine or tamarack	0 40	15,200	0 30	11,400	0 40	15,200	0 40	15,200	0 24	3,120
4,000	do 12 do 9 do do	0 38	1,520	0 28	1,120	0 35	1,400	0 28	1,120	0 18	720
14,000	do 9 do 8 do do	0 30	4,200	0 20	2,100	0 25	3,500	0 25	3,500	0 12	1,630
15,000	do 12 do 12 do may be spruce	0 30	4,500	0 30	4,500	0 40	6,000	0 40	6,000	0 20	3,000
7,000	do 12 do 9 do do	0 30	2,100	0 28	1,960	0 25	1,750	0 28	1,960	0 15	1,050
1,500	do 12 do 6 do do	0 25	375	0 18	270	0 20	300	0 25	375	0 10	150
1,000	do 12 do 4 do do	0 20	200	0 12	120	0 20	200	0 16	160	0 06	60
500	do 9 do 9 do do	0 30	150	0 18	90	0 30	150	0 25	125	0 10	50
4,000	do 9 do 6 do do	0 20	800	0 16	640	0 30	1,200	0 18	720	0 07	280
1,000	do 9 do 4 do do	0 20	200	0 10	100	0 20	200	0 12	120	0 05	50
1,000	do 6 do 4 do do	0 15	150	0 08	80	0 15	150	0 09	90	0 03	30
500	do 4 do 2 do oak scantling	0 10	50	0 05	20	0 10	50	0 03	15	0 05	25
22,000	do 10 inch flatted timber, may be spruce	0 25	5,500	0 14	3,080	0 30	6,500	0 20	4,400	0 05	1,100
10,000	do 8 inch flatted timber, may be spruce	0 25	2,500	0 14	1,400	0 20	2,000	0 18	1,800	0 04	400
1,000	Feet B.M., hemlock or spruce plank ... p. 1,000 ft. B.M.	24 00	24	28 00	28	0 40	1,000	40 00	40	13 00	12
110,000	do pine plank	30 00	3,300	30 00	3,000	0 35	3,850	40 00	4,400	21 00	2,610
1,000	do hardwood plank	30 00	30	30 00	30	0 40	40	50 00	50	24 00	24
25,000	Lbs. wrought iron, including bolts, spikes, straps, &c.	0 13	3,250	0 08	2,000	0 15	3,750	0 12	3,000	0 12	3,000
8,000	do cast iron	0 10	850	0 08	680	0 10	850	0 08	680	0 06	510
165,000	No. ties	0 45	74,250	0 60	99,000	0 44	73,600	0 45	74,250	0 28	42,900
68	miles track-laying	300 00	19,800	300 00	10,800	280 00	18,480	300 00	19,800	250 00	16,500
110,000	Cubic yards ballasting	0 40	44,000	0 30	33,000	0 35	38,500	0 39	42,900	0 30	33,000
20	Sets points and crossings	20 00	400	25 00	500	40 00	800	50 00	1,000	12 09	240
	Total amount	298,999	308,603	310,750	317,380	327,666					

(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.

Approximate Quantities	Description of Work.	Murphy & Upper.		John Heney.		Sutton & Rousseau.		Wanless & McIntosh.		Robinson & Robertson.	
		Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts	Rates.	Amo'ts
		\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
100	Acres clearing.....	15 00	1,500	5 00	500	12 00	1,200	17 50	1,750	30 00	3,000
50	do close cutting.....	30 00	1,500	3 00	150	12 00	600	25 00	1,250	15 00	750
100	do grubbing (including side-ditches and off-take drains).....	40 00	4,000	6 00	600	40 00	4,000	60 00	6,000	150 00	15,000
666,000	Lineal feet fencing.....	6 00	39,960	10 00	66,000	7 00	46,620	8 00	53,280	0 10	66,600
100	Cubic yards loose rock excavation.....	0 30	30	1 00	100	0 90	90	0 25	25	150 00	150
140,000	do earth excavation (including boring).....	0 25	35,000	0 25	35,000	0 25	35,000	0 23	31,200	0 30	42,000
10,000	do excavation in off-take ditches, beyond railway limits.....	0 21	2,100	0 23	2,500	0 25	2,500	0 20	2,000	0 40	4,000
1,000	Lineal feet under-drains.....	30 00	300	50 00	500	60 00	600	50 00	500	0 50	500
2	Spans Howe truss, 100 feet clear.....	4,700 00	9,400	5,500 00	11,000	3,950 00	7,900	3,800 00	7,600	40 00	8,000
1	do do 80 do.....	3,500 00	3,500	4,400 00	4,400	3,700 00	3,700	3,000 00	3,050	40 00	3,200
1	do do 60 do.....	2,300 00	2,300	3,300 00	3,300	3,200 00	3,200	2,280 00	2,280	30 00	1,800
2,500	Cubic yards cribwork in abutments and piers of bridges, including timber and stone filling.....	4 00	10,000	7 50	18,750	4 00	10,000	7 50	18,750	6 00	15,000
1,000	Rip-rap.....	3 00	3,000	5 00	5,000	3 00	3,000	3 00	3,000	4 00	4,000
.....	Cubic yards bridge masonry in hydraulic cement mortar.....	11 50	.....	27 00	.....	25 00	.....	16 00	.....	.....	.....
.....	do bridge masonry in common lime mortar, lipped with cement.....	11 00	.....	27 00	.....	20 00	.....	12 00	.....	.....	.....
.....	do culvert masonry in hydraulic cement mortar.....	6 50	.....	17 00	.....	20 00	.....	16 00	.....	.....	.....
.....	do culvert masonry in common lime mortar, lipped with cement.....	6 00	.....	17 00	.....	18 00	.....	10 00	.....	.....	.....



(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 self 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.

and propose of of as sureties for the due fulfilment of the contract.

Signature of Contractors { .....Name.
.....Address.
.....Occupation.
.....Name.
.....Address.
.....Occupation.

Dated.....

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 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 is the of which the owner

Table with 2 columns: Dredge Name and Per hour. Rows include P. S. Malcolm, Wm. Pearce, Hunter & Murray, C. E. Kaig, R. Macdonald, and C. Daly.

(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 self 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 Sureties for the due fulfilment of the contract.

Signature of Contractors. { .....Name  
 .....Address.  
 .....Occupation.  
 .....Name.  
 .....Address.  
 .....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
E. E. King, dredge "No. 8" .....	7 60
R. Macdonald, dredge "Nipissing" .....	15 00

(Appendix 13.)

UPPER OTTAWA RIVER IMPROVEMENT.

Tender for the Construction of Dams, &c., between Bryson and the Culbute Locks.

The undersigned, hereby offer the Honorable the Minister of Public Works to furnish all the necessary materials, tools, 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 Specifications and Plans exhibited, at the rates or prices have affixed to the different items in the following table, and hold ready to enter into contract for their due execution and completion, on the terms and conditions stated in the advertisement dated \_\_\_\_\_, 1878, and offer for sureties for the carrying out of these conditions, as well as for the due performance of the works, the two persons who have signed their names to this Tender for that purpose.

Description of Work.	Bids												
	Bulk Sum.	Rody O'Neill.	John Harvey.	Patrick Lyons.	James Hammond.	F. X. L'Heureux.	Burns & Colter.	John Proudfoot.	Samuel Bingham.	T. Kavanaugh.	C. T. Guin.	Wm. O'Connor.	John W. Webster.
	\$	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Submerged Dam at Grand Calumet Rapids.</i>													
Pine timber in cribs, 12 in. square..... pr. c. ft.	8,700	0 14½	0 15	0 10	0 12½	0 11	0 13	0 14	0 13½	0 14	0 15	0 15	0 15
Pine timber in piers, 12 in. square..... do	3,700	0 14½	0 15	0 10	0 12½	0 10	0 12½	0 14	0 13½	0 14	0 15	0 15	0 15
Pine timber in dam in south channel, and across reef, 12 in. square..... do	1,150	0 14½	0 15	0 13	0 12½	0 14	0 15	0 14	0 13½	0 14	0 15	0 15	0 15
Pine timber in stop logs, 16 in. square..... do	2,000	0 15	0 16	0 15	0 14	0 20	0 15	0 14	0 14½	0 18	0 15	0 17	0 20
Wrought iron bolts, &c.... per lb.	8,000	0 04	0 04	0 03	0 04	0 03	0 07	0 05	0 04½	0 06	0 05	0 06	0 05
Drilling bolt holes in rock, pr. 1 ft. &c.....	2.0	0 16	0 20	0 35	0 17	0 30	0 20	0 25	0 18	0 23	0 30	0 25	0 25
Stone filling in cribs, piers, &c..... pr. c. yd.	1,800	0 40	0 45	0 43	0 48	0 45	0 50	0 60	0 49	0 50	0 55	0 55	0 45

Stone and gravel filling above and below dam, do	800	0 30	0 35	0 49	0 40	0 40	0 50	0 63	0 50	0 55	0 50	0 40
Orb winches for stop logs, with chains, hooks, &c., each.	2	65 00	78 00	74 00	55 00	64 00	65 00	73 00	65 00	70 00	70 00	75 00
Removing stones, and clearing seats of cribs..bulk sum	.....	70 00	95 00	145 00	100 00	250 00	150 00	195 00	200 00	175 00	250 00	100 00
<i>Submerged Dam at Flat Rapids.</i>												
Pine timber in cribs, 12 in. square.....	10,000	0 144	0 10	0 12½	0 11	0 13½	0 14	0 13½	0 14	0 15	0 15	0 15
Drilling bolt holes in rock..pr. l. ft.	160	0 16	0 40	0 17	0 30	0 20	0 25	0 18	0 23	0 30	0 28	0 25
Wrought iron in bolts, &c. pr. lb.	4,700	0 04	0 03	0 04	0 03	0 07½	0 05	0 04½	0 08	0 05	0 06	0 06
Stone filling in cribs. ... pr. c. yd.	1,625	0 40	0 45	0 49	0 45	0 45	0 60	0 53	0 50	0 55	0 55	0 45
Stone and gravel filling above and below dam.. do	740	0 30	0 30	0 52	0 40	0 40	0 50	0 59	0 50	0 55	0 50	0 40
Removing stones, and clearing seats of cribs..bulk sum	.....	58 00	100 00	94 00	100 00	200 00	200 00	145 00	200 00	175 00	250 00	100 00
<i>Excavation of Shoals.</i>												
At Chapeau.—Excavation of all material found in shoal, hauling and depositing, as specified....pr. c. yd.	400	0 35	0 95	0 42	1 00	0 50	0 40	0 49	0 60	0 65	0 65	0 40
At MacDonald's Channel.—Excavation of all material found in shoal, hauling and depositing, as specified..... do	2,800	0 30	0 50	0 29	0 50	0 40	0 40	0 47	0 65	0 65	0 65	0 90
At Lislet.—Excavation of all material found in shoal, hauling and depositing, as specified..... do	1,400	0 30	0 95	0 60	1 00	0 60	0 60	0 83	0 70	0 65	0 65	1 00

(Appendix.—Continued.)

UPPER OTTAWA RIVER IMPROVEMENT.

Tender for the Construction of Dams, &c., between Bryson and the Culbute Locks.

Description of Work.	Stanley & Stanley.	Riopelle & Haycock.	Jas. White.	J. A. McDougall.	Wm. M. Beattie.	M. O. Hearn, Jun.	Richard & Browne.	G. J. L. O'Hanley.	J. R. Ennis.	Patrick Burns.	Salem Charette.	Patrick Lunny.	Gregory Burns.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Submerged Dam at Grand Culmet Rapids.</i>													
Pine timber in cribs, 12 in. square.....pr. c. ft.	0 16	0 18	0 14	0 12½	0 17	0 15	0 20	0 14	0 17	0 20	0 17	0 23	.....
Pine timber in piers, 12 in. square .....	0 17	0 18	0 14	0 12½	0 17	0 15	0 20	0 14½	0 16	0 25	0 18	0 23	0 21½
Pine timber in dam in south channel, and across reef, 12 in. square.....	0 20	0 18	0 15	0 12½	0 17	0 15	0 20	0 13½	0 20	0 25	0 14	0 23	0 20½
Pine timber in stop logs, 16 in. square .....	0 25	0 25	0 12	0 13	0 23	0 15	0 20	0 15	0 18	0 30	0 15	0 30	0 32
Wrought iron bolts, &c.....per lb.	0 10	0 06½	0 03½	0 03½	0 05	0 06	0 04½	0 04½	0 07	0 06	0 05	0 04½	0 04½
Drilling bolt holes in rock.....pr. 1. ft. &c.....	0 40	0 08	0 20	0 30	0 28	0 45	0 30	0 20	0 35	0 75	0 10	0 40	0 43
Stone filling in cribs, piers, &c.....pr. c. yd.	0 65	0 75	0 60	0 70	0 50	0 70	0 60	1 00	0 75	0 75	0 70	1 00	0 90
Stone and gravel filling above and below dam, and at ends of dam .....	0 40	0 75	0 65	0 75	0 40	0 70	0 80	0 65	1 10	1 00	0 55	1 00	0 80
Crab winches for stop logs, with chains, hooks, &c., each.	25 00	28 00	70 00	65 00	100 00	80 00	80 00	70 00	70 00	50 00	70 00	75 00	89 00
Removing stones and clearing seats of cribs.....bulk sum	50 00	100 00	500 00	690 00	130 00	160 00	750 00	500 00	450 00	700 00	150 00	325 00	375 00
<i>Submerged Dam at Flat Rapids.</i>													
Pine timber in cribs, 12 in. square.....pr. c. ft.	0 16	0 18	0 14	0 12½	0 17	0 15	0 20	0 14	0 18	0 20	0 16	0 23	0 20½
Drilling bolt holes in rock.....pr. 1. ft.	0 25	0 08	0 25	0 30	0 28	0 45	0 30	0 21	0 40	0 30	0 10	0 40	0 39

Wrought iron in bolts, &c. pr. lb.	0 10	0 05½	0 04	0 05½	0 05	0 04½	0 07	0 06	0 05	0 04½	0 04½
Stone filling in cribs.....pr. c. yd.	0 60	0 60	0 75	0 70	0 70	0 60	0 98	0 75	0 65	1 00	0 98
Stone and gravel filling above and below dam.. do	0 40	0 60	0 75	0 75	0 40	0 60	0 65	1 00	0 60	1 00	0 84
Removing stones, and clearing seats of cribs..bulk sum	50 00	200 00	125 00	300 00	130 00	250 00	300 00	560 00	100 00	275 00	425 00
<i>Excavation of Shoals.</i>											
At Obaupan.—Excavation of all material found in shoal, hauling and depositing, as specified.....pr. c. yd.	0 55	0 75	0 55	0 85	0 58	1 00	0 90	1 50	2 00	1 50	2 25
At MacDonald's Channel.—Excavation of all material found in shoal, hauling and depositing, as specified..... do	0 70	0 75	0 55	1 00	1 15	1 00	1 25	0 60	2 00	1 15	1 15
At L'Islet.—Excavation of all material found in shoal, hauling and depositing, as specified..... do	0 50	0 75	0 55	0 75	1 25	1 00	1 10	2 00	2 00	1 50	2 25

N. B.—All materials to be measured in the work.

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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.....	3,900
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
Patterson & Low.....	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.	O. Legris.	L. Fauteux.	Chapman, Bray & Co.	J. W. McRae & Co.	G. W. McCullough.	F. Clemon.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Anthracite—Lehigh.....		5 85							
Lackawana.....		5 35	5 12			7 20			5 20
Wilkesbarre.....		5 35		4 96	5 06		5 18	5 19*	
Bituminous—Nova Scotia				5 30	5 40			4 95	5 68
American.....		5 35	4 88			6 50	6 00	5 19	6 25
Scotch.....						6 50		4 90	
Newcastle.....									

\*Black Diamond.

(Appendix No. 16.)

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying

Approximate Quantities.		Description of Work.	McGreevy & Heney.		
			Rates.	Amounts	
			\$	cts.	\$
800	Acres	Clearing .....	pr. acre.	40 00	32,000
15	do	Close cutting .....	do	60 00	900
50	do	Grubbing (including side ditches and off-take drains)...	do	150 00	7,500
50,000	Lin. ft.	Fencing .....	pr. 100 lin. ft.	0 06	3,000
185,000	C. yds.	Solid rock excavation .....	pr. c yd	1 30	240,500
3,000	do	Loose rock .....	do	0 60	1,800
1,100,000	do	Earth excavation (including borrowing).....	do	0 22	242,000
3,000	do	Excavation in off-take ditches beyond railway limits.....	do	0 25	750
10,000	Lin. ft.	Under-drains .....	pr. 100 lin. ft	0 20	2,000
2	Spans	Iron superstructure .....	150 ft. clear.	60 00	18,000
	do	do .....	100 do	50 00	
	do	do .....	80 do	47 00	
	do	do .....	60 do	43 00	
	do	do .....	40 do	35 00	
	Spans	Howe truss, 150 feet clear .....	pr. span.	4,990 00	
1	do	do 100 do .....	do	2,376 00	2,376
	do	do 80 do .....	do	1,720 00	
11	do	do 60 do .....	do	1,320 00	14,520
1	do	do 40 do .....	do	880 00	880
	Lin. ft.	6-foot tunnels for streams ..	l c. yd. pr. lin. ft.	4 00	
	C. yds.	Cribwork in abutments and piers of bridges, including 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	104,000
	do	do in common lime mortar lipped with cement .....	do	12 00	
	do	Culvert masonry in hydraulic cement mortar .....	do	9 00	
3,000	do	do in common lime mortar lipped with cement .....	do	7 50	67,500
	do	do dry .....	do	6 50	
	do	Brickwork in hydraulic cement mortar .....	do	11 00	
	do	do in common lime mortar, lipped with cement .....	do	10 00	
250	do	Concrete made with hydraulic cement .....	do	7 00	1,750
250	do	Clay puddle .....	do	1 50	375
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>					
1,500	Lin. ft.	16 inches by 12 inches, white pine .....	pr. l. ft.	0 20	450
500	do	15 do 12 do do .....	do	0 30	150
	do	15 do 9 do do .....	do	0 25	
200	do	12 do 12 do white pine or tamarac .....	do	0 20	40
	do	12 do 9 do do .....	do	0 18	
	do	12 do 6 do do .....	do	0 15	
	do	12 do 4 do do .....	do	0 10	
	do	9 do 9 do do .....	do	0 12	
	do	9 do 8 do do .....	do	0 12	
	do	9 do 6 do do .....	do	3 10	
	do	9 do 4 do do .....	do	0 10	
	do	6 do 4 do do .....	do	0 08	
	do	4 do 2 do oak scantling ..	do	0 15	
	do	10-inch flatted timber .....	do	0 10	
	do	8-inch do .....	do	0 06	
	do	Piles, tamarac or oak, of size to square 12 in. at large end ..	do	0 40	
20,000	Ft. B. M.	Pine plank .....	pr. 1000 ft. B.M	15 00	300
1,000	do	Hardwood plank .....	do	40 00	40
2,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c .....	per lb.	0 10	200
200	do	Cast iron .....	do	0 06	12
125,000	No.	Ties .....	per tie.	0 15	18,750
52	Miles	Track-laying .....	pr. mile.	250 00	13,000
156,000	C. yds.	Ballasting .....	pr. c. yd	0 22	34,320
30	sets	Points and crossings .....	laying each set.	10 00	300
<b>Total amount .....</b>					<b>809,813</b>

and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.

C. Scripture.		J. M. Rousseaux.		Smith, Repley & Co.		E. H. Lemay.		Curran & Malette.	
Rates.	Amounts	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts	Rates.	Amounts
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
23 00	18,400	16 00	12,800	20 00	16,000	15 00	12,000	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	2,000	5 00	2,500	5 00	2,500	5 00	2,500
1 50	277,500	1 40	259,000	1 35	249,750	1 40	259,000	1 60	296,000
0 45	1,350	0 80	2,400	1 00	3,000	0 75	2,250	1 50	4,500
0 24	264,000	0 25	275,000	0 27	297,000	0 27	297,000	0 25	275,000
0 27	810	0 27	810	0 30	900	0 25	750	0 50	1,500
12 00	1,200	40 00	4,000	40 00	4,000	25 00	2,500	20 00	200
7,200 00	14,400	7,500 00	15,000	7,500 00	15,000	8,000 00	16,000	7,500 00	15,000
4,450 00	.....	3,600 00	.....	5,000 00	.....	5,000 00	.....	7,000 00	.....
3,450 00	.....	2,610 00	.....	3,200 00	.....	3,200 00	.....	6,000 00	.....
2,550 00	.....	1,920 00	.....	2,400 00	.....	2,500 00	.....	5,000 00	.....
1,700 00	.....	1,200 00	.....	1,000 00	.....	1,600 00	.....	3,200 00	.....
4,850 00	.....	3,750 00	.....	3,750 00	.....	5,000 00	.....	6,000 00	.....
2,600 00	2,600	2,400 00	2,400	2,000 00	2,000	3,000 00	.....	3,000 00	3,000
2,000 00	.....	1,760 00	.....	1,600 00	.....	2,400 00	.....	2,800 00	.....
1,280 00	14,080	1,080 00	11,880	1,080 00	11,880	1,500 00	.....	1,500 00	16,500
780 00	780	600 00	600	600 00	600	1,000 00	.....	1,200 00	1,200
2,575 00	.....	12 00	.....	20 00	.....	14 00	.....	15 00	.....
4 00	.....	3 00	.....	5 00	.....	5 00	.....	7 00	.....
1 85	2,220	2 00	2,400	2 00	2,400	2 50	3,000	1 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	.....
8 30	.....	11 00	.....	11 00	.....	9 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	.....	5 00	.....	6 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	1,325	5 00	1,250	5 00	1,250	6 00	1,500	6 00	1,500
2 20	550	1 00	250	1 00	250	1 00	250	1 50	375
0 48	720	0 30	450	0 30	450	50 00	750	0 30	450
0 45	225	0 27	135	0 30	150	50 00	250	0 30	150
0 43	84	0 25	.....	0 25	.....	0 45	80	0 40	.....
0 42	.....	0 25	40	0 25	50	0 40	.....	0 40	80
0 37	.....	0 23	.....	0 25	.....	0 40	.....	0 40	.....
0 30	.....	0 20	.....	0 20	.....	0 35	.....	0 40	.....
0 24	.....	0 20	.....	0 15	.....	0 30	.....	0 35	.....
0 22	.....	0 19	.....	0 15	.....	0 35	.....	0 35	.....
0 21	.....	0 19	.....	0 15	.....	0 35	.....	0 35	.....
0 19	.....	0 15	.....	0 15	.....	0 30	.....	0 30	.....
0 17	.....	0 15	.....	0 10	.....	0 25	.....	0 30	.....
0 15	.....	0 15	.....	0 10	.....	0 20	.....	0 30	.....
0 19	.....	0 40	.....	0 10	.....	0 20	.....	0 60	.....
0 25	.....	0 15	.....	0 15	.....	0 10	.....	0 30	.....
0 23	.....	0 15	.....	0 12	.....	0 10	.....	0 25	.....
0 53	.....	0 35	.....	0 40	.....	0 75	.....	1 00	.....
20 00	400	30 00	600	25 00	500	40 00	8,000	25 00	500
38 00	38	40 00	40	50 00	50	150 00	150	100 00	100
0 10	209	0 10	200	0 10	200	0 20	400	0 20	400
0 09	18	0 08	16	0 10	20	0 20	40	0 20	40
0 14	17,500	0 25	250	0 22	27,500	0 20	25,000	0 25	31,250
230 00	11,960	300 00	600	300 00	15,600	300 00	15,600	175 00	9,100
0 27	42,120	0 35	600	0 40	62,400	0 33	51,480	0 30	46,800
37 00	1,110	25 00	750	50 00	1,500	30 00	900	25 00	750
.....	819,690	.....	831,021	.....	852,450	.....	861,450	.....	868,045

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying

Approximate Quantities.	Description of Work.	F. B. McNamee & Co.		
		Rates.	Amounts	
		\$	cts.	
800	Acres Clearing.....	pr. acre.	20 00	16,000
15	do Close cutting .....	do	50 00	750
50	do Grubbing (including side ditches and off-take drains)...	do	75 00	3,750
50,000	Lin. ft. Fencing.....	pr. 100 lin. ft.	7 00	3,500
185,000	C. yds. Solid rock excavation.....	pr. c. yd.	1 50	277,500
3,000	do Loose rock do .....	do	1 00	3,000
1,100,000	do Earth excavation (including borrowing) .....	do	0 24	264,000
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	2,000
2	Spans. Iron superstructure .....	150 ft. clear.	9,000 90	18,000
	do do .....	100 do	5 000 00	
	do do .....	80 do	4,000 00	
	do do .....	60 do	3,000 00	
	do do .....	40 do	2,000 00	
	Spans. Howe truss, 150 feet clear .....	pr. span.	3,750 00	
1	do do 100 do .....	do	2,500 00	2,500
	do do 80 do .....	do	2,000 00	
11	do do 60 do .....	do	1,500 00	16,500
1	do do 40 do .....	do	1,000 00	1,000
	Lin. ft. 6-foot tunnels for streams .....	1 c. yd. pr. lin. ft.	25 00	
	C. yds. Cribwork in abutments and piers of bridges, including timber and stone filling .....	pr. c. yd.	1 50	
1,200	do Rip-rap .....	do	2 00	2,400
8,000	do Bridge masonry in hydraulic cement mortar .....	do	12 00	96,000
	do do in common lime mortar lipped with cement. ....	do	11 00	
	do Culvert masonry in hydraulic cement mortar.....	do	12 00	
3,000	do do in common lime mortar lipped with cement.....	do	10 00	90,000
	do do dry .....	do	5 00	
	do Brickwork in hydraulic cement mortar .....	do	11 00	
	do do in common lime mortar lipped with cement. ....	do	10 00	
250	do Concrete made with hydraulic cement.....	do	6 00	1,500
250	do Clay puddle.....	do	1 00	250
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
1,500	Lin. ft. 16 inches by 12 inches, white pine.....	pr. l. ft.	0 15	225
500	do 15 do 12 do do .....	do	0 15	75
	do 15 do 9 do do .....	do	0 15	
200	do 12 do 12 do white pine or tamarack.....	do	0 15	30
	do 12 do 9 do do .....	do	0 12	
	do 12 do 6 do do .....	do	0 10	
	do 12 do 4 do do .....	do	0 10	
	do 9 do 9 do do .....	do	0 10	
	do 9 do 8 do do .....	do	0 10	
	do 9 do 6 do do .....	do	0 10	
	do 9 do 4 do do .....	do	0 08	
	do 6 do 4 do do .....	do	0 08	
	do 4 do 2 do oak scantling.....	do	0 08	
	do 10-inch flatted timber .....	do	0 10	
	do 8-inch do .....	do	0 09	
	do Piles, tamarac or oak, of size to square 12 in. at large end. ....	do	0 30	
20,000	Ft. B. M. Pine plank .....	pr. 1000 ft. B. M.	30 00	600
1,000	do Hardwood plank .....	do	40 00	40
2,000	Lbs Wrought iron, including bolts, spikes, straps, &c.....	per lb.	0 15	300
200	do Cast iron.....	do	0 10	20
125,060	No. Ties .....	per tie.	0 25	31,250
52	Miles Track-laying .....	pr. mile.	250 00	13,000
156,000	C. yds. Ballasting.....	pr. c. yd.	0 30	46,800
30	Sets Points and crossings .....	laying each set.	40 00	1,200
<b>Total amount</b> .....				<b>893,690</b>

and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.—Continued.

Starrs & O'Hanly.		Murphy & Upper.		John Ryan.		D. B. McDonald.		Maguire & Kimmet.	
Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
50 00	40,000	25 00	20,000	35 00	28,000	25 00	20,000	25 00	20,000
50 00	750	45 00	675	10 00	150	50 00	750	25 00	375
100 00	5,000	65 00	3,250	100 00	5,000	80 00	4,000	55 00	2,750
6 00	3,000	6 00	3,000	5 00	2,500	0 05	2,500	8 10	4,050
1 65	365.50	1 67	308.950	1 90	351,500	1 72	318,200	1 73	320,050
1 00	3,000	0 49	1,470	1 00	3,000	1 25	3,750	1 25	3,750
0 25	275,000	0 27	297,000	0 24	264,000	0 27	297,000	0 23	253,000
0 25	750	0 30	900	0 24	274	0 27	810	0 22	860
10 00	1,000	13 00	1,300	5 00	500	40 00	4,000	80 00	8,000
10,500 00	21,000	7,500 00	15,000	9,750 00	19,500	12,000 00	24,000	11,000 00	22,000
6,500 00	4,500 00	4,500 00	5,000 00	5,000 00	4,000 00	5,200 00	4,000 00	7,200 00	4,160 00
5,000 00	3,400 00	3,400 00	2,000 00	4,000 00	2,000 00	2,800 00	3,000 00	3,000 00	2,100 00
3,600 00	2,500 00	1,700 00	1,000 00	2,000 00	1,000 00	1,500 00	1,500 00	2,100 00	5,700 00
2,200 00	1,700 00	5,000 00	5,250 00	5,250 00	3,750 00	8,000 00	3,750	3,340 00	3,340
6,000 00	2,700 00	2,700 00	1,600 00	2,500 00	2,600 00	2,600 00	3,750	3,075 00	3,075 00
3,800 00	2,000 00	2,000 00	1,600 00	1,600 00	1,600 00	1,600 00	1,980	1,760 00	19,360
3,200 00	6,800	1,300 00	14,300	1,080 00	11,880	1,600 00	19,800	1,760 00	19,360
600 00	600	800 00	800	480 00	480	1,000 00	1,000	1,000 00	1,000
600 00	27 00	27 00	8 00	8 00	18 00	18 00	9 00	9 00	9 00
4 50	4 00	4 00	3 50	3 50	5 00	5 00	4 75	4 75	4 75
2 00	2,400	2 00	1 00	1 00	2 00	2 00	2 70	3,240	3,240
10 00	80,000	9 25	74,000	11 00	88,000	10 00	80,000	10 00	80,000
9 50	9 00	9 00	10 00	10 00	10 00	10 00	9 75	78,000	78,000
8 00	8 50	8 50	9 00	9 00	9 00	9 00	9 00	9 00	9 00
7 00	63,000	8 00	72,000	8 00	72,000	8 00	72,000	11 75	105,750
6 50	5 00	5 00	7 00	7 00	7 00	7 00	7 25	7 25	7 25
10 00	10 75	10 75	9 00	9 00	10 00	10 00	10 00	10 00	10 00
9 50	10 40	10 40	6 00	6 00	10 00	10 00	13 40	13 40	13 40
6 00	1,500	6 00	1,500	6 00	1,500	4 00	1,000	5 50	1,375
3 00	750	2 00	500	1 20	300	1 00	250	0 40	100
0 50	750	0 52	780	0 40	600	0 28	420	0 50	750
0 50	250	0 50	250	0 38	190	0 28	140	0 49	245
0 40	0 48	0 48	0 35	0 35	0 28	0 28	0 41	0 41	0 41
0 45	90	0 44	88	0 30	60	0 28	56	0 35	0 35
0 40	0 40	0 40	0 24	0 24	0 22	0 22	0 28	0 28	0 28
0 30	0 33	0 33	0 15	0 15	0 22	0 22	0 22	0 22	0 22
0 25	0 26	0 26	0 12	0 12	0 20	0 20	0 19	0 19	0 19
0 20	0 25	0 25	0 20	0 20	0 15	0 15	0 26	0 26	0 26
0 30	0 24	0 24	0 20	0 20	0 15	0 15	0 25	0 25	0 25
0 25	0 22	0 22	0 15	0 15	0 15	0 15	0 20	0 20	0 20
0 20	0 20	0 20	0 10	0 10	0 12	0 12	0 12	0 12	0 12
0 15	0 18	0 18	0 08	0 08	0 12	0 12	0 08	0 08	0 08
0 15	0 22	0 22	0 10	0 10	0 12	0 12	0 03	0 03	0 03
0 30	0 26	0 26	0 10	0 10	0 20	0 20	0 25	0 25	0 25
0 25	0 24	0 24	0 08	0 08	0 18	0 18	0 24	0 24	0 24
0 50	0 60	0 60	0 50	0 50	0 35	0 35	0 30	0 30	0 30
20 00	400	22 00	440	20 00	400	25 00	500	25 00	500
25 00	25	40 00	40	50 00	50	30 00	30	45 00	45
0 15	300	0 10	200	0 10	200	0 12	240	0 08	160
0 15	30	0 08	16	0 10	20	0 12	24	0 07	14
0 25	31,250	0 15	18,750	0 20	25,000	0 25	31,250	0 31	38,750
200 00	10,400	250 00	13,000	300 00	15,600	265 00	13,780	375 00	19,500
0 25	39,000	0 29	45,240	0 30	46,800	0 38	39,280	0 35	54,600
0 11	330	40 00	1,200	20 00	600	25 00	750	18 00	540
	896,225		899,749		942,250		961,680		961,904

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying

Approximate Quantities.		Description of Work.	Charlebois, Shanly & Monty.	
			Rates.	Amounts
			\$ cts.	\$
800	Acres.	Clearing .....	50 00	40,000
15	do	Close cutting.....	50 00	750
50	do	Grubbing (including side ditches and off-take drains)...	60 00	3,000
50,000	Lin. ft.	Fencing .....	5 00	2,500
185,000	C. yds.	Solid rock excavation.....	1 75	323,750
3,000	do	Loose rock do .....	1 50	4,500
1,100,000	do	Earth excavation (including borrowing).....	0 30	330,000
3,000	do	Excavation in off-take ditches beyond railway limits....	0 50	1,500
10,000	Lin. ft.	Under-drains .....	20 00	2,000
2	Spans.	Iron superstructure .....	7,500 00	15,000
	do	do .....	100 do	7,000 00
	do	do .....	80 do	6,000 00
	do	do .....	60 do	5,000 00
	do	do .....	40 do	3,200 00
	do	Howe truss, 150 feet clear .....	6,000 00	.....
1	do	do 100 do .....	3,000 00	3,000
	do	do 80 do .....	2,800 00	.....
11	do	do 60 do .....	1,500 00	16,500
1	do	do 40 do .....	1,200 00	1,200
	Lin. ft.	6-foot tunnels for streams.....	15 00	.....
	C. yds.	Cribwork in abutments and piers of bridges, including timber and stone filling .....	7 00	.....
1,200	do	Rip-rap .....	1 50	1,800
8,000	do	Bridge masonry in hydraulic cement mortar.....	10 00	80,000
	do	do in common lime mortar lipped with cement .....	10 00	.....
	do	Culvert masonry in hydraulic cement mortar .....	10 00	.....
3,000	do	do in common lime mortar lipped with cement.....	6 00	54,000
	do	do dry .....	6 00	.....
	do	Brickwork in hydraulic cement mortar.....	18 00	.....
	do	do in common lime mortar lipped with cement..	17 50	.....
250	do	Concrete made with hydraulic cement .....	6 00	1,500
250	do	Clay puddle.....	1 50	375
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
1,500	Lin. ft.	16 inches by 12 inches, white pine .....	0 50	750
500	do	15 do 12 do do .....	0 30	150
	do	15 do 9 do do .....	0 40	.....
200	do	12 do 12 do white pine or tamarac.....	0 40	80
	do	12 do 9 do do .....	0 40	.....
	do	12 do 6 do do .....	0 40	.....
	do	12 do 4 do do .....	0 35	.....
	do	9 do 9 do do .....	0 35	.....
	do	9 do 8 do do .....	0 35	.....
	do	9 do 6 do do .....	0 30	.....
	do	9 do 4 do do .....	0 30	.....
	do	6 do 4 do do .....	0 30	.....
	do	4 do 2 do oak scantling.....	0 60	.....
	do	10-inch flattened timber .....	0 30	.....
	do	8-inch do .....	0 25	.....
	do	Piles, tamarac or oak, of size to square 12 in. at large end	1 00	.....
20,000	Ft. B. M.	Pine plank .....	25 00	500
1,000	do	Hardwood plank.....	100 00	100
2,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c....	0 20	400
200	do	Cast iron .....	0 20	40
125,000	No.	Ties .....	0 25	31,250
52	Miles.	Track-laying.....	175 00	9,100
156,000	C. yds.	Ballasting.....	0 30	46,800
30	Sets.	Points and crossings.....	25 00	750
Total amount.....				909,195

and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.—Continued.

Law & Conmee.		Lobb, Dawson & Murray.		James Goodwin.		J. D. Irwin.		Worthington, McIatrye, McDonald & Isbester.	
Rates.	Amounts	Rates.	Amounts	Rates.	Amounts	Rates.	Amounts.	Rates.	Amounts
\$ 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	20,000
35 00	525	20 00	300	50 00	750	30 00	450 00	50 00	750
70 00	3,500	135 00	6,750	70 00	3,500	70 00	3,500 00	80 00	4,000
5 00	2,500	8 00	4,000	7 00	3,500	4 00	2,000 00	0 06	3,000
2 00	370,000	1 65	305,250	1 10	333,000	1 50	277,500 00	1 70	314,500
0 80	2,400	0 80	2,400	0 60	1,800	1 00	3,000 00	2 30	3,900
0 27	297,000	0 25½	280,500	0 29	319,000	0 25	275,000 00	0 26	286,000
0 27	810	0 26	780	0 33	990	0 35	1,050 00	0 26	780
20 00	2,000	103 00	10,300	15 00	1,500	70 00	7,000 00	40 00	4,000
10,000 00	20,000	9,000 00	18,000	8,000 00	16,000	12,000 00	24,000 00	12,750 00	25,500
7,000 00	.....	5,000 00	.....	5,000 00	.....	7,000 00	.....	5,500 00	.....
4,600 00	.....	3,280 00	.....	4,000 00	.....	6,000 00	.....	4,000 00	.....
3,600 00	.....	2,100 00	.....	3,000 00	.....	4,200 00	.....	2,700 00	.....
2,600 00	.....	1,240 00	.....	2,000 00	.....	3,000 00	.....	1,600 00	.....
5,000 00	.....	4,125 00	.....	4,950 00	.....	6,010 00	.....	6,750 00	.....
3,200 00	3,200	2,420 00	2,420	3,000 00	3,000	4,000 00	4,000 00	3,500 00	3,500
2,400 00	.....	1,936 00	.....	2,500 00	.....	3,200 00	.....	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	16,500
1,200 00	1,200	880 00	880	1,000 00	1,000	1,600 00	1,600 00	850 00	880
6 00	.....	10 00	.....	29 00	.....	20 00	.....	15 00	.....
3 00	.....	7 50	.....	4 50	.....	2 25	.....	4 00	.....
2 00	2,400	2 50	3,000	2 25	2,700	2 50	3,000 00	2 00	2,400
11 00	88,000	.....	.....	10 00	80,000	14 00	112,000 00	15 00	120,000
10 00	.....	10 25	82,000	9 75	.....	13 00	.....	14 00	.....
5 00	.....	8 00	72,000	9 50	.....	12 00	.....	12 00	.....
4 00	36,000	8 00	.....	9 00	8,100	11 00	99,000 00	11 00	99,000
3 00	.....	7 00	.....	5 50	.....	10 00	.....	8 00	.....
9 00	.....	10 00	.....	12 00	.....	7 00	.....	12 00	.....
8 00	.....	9 00	.....	11 50	.....	6 00	.....	11 00	.....
4 50	1,125	5 00	1,250	6 50	1,625	7 00	1,750 00	5 00	1,250
1 50	375	0 70	175	2 50	625	1 25	312 50	1 00	250
0 35	525	0 40	600	0 50	750	0 18	270 00	0 25	375
0 33	165	0 40	200	0 48	240	0 18	90 00	0 25	125
0 30	.....	0 40	.....	0 46	.....	0 18	.....	0 25	.....
0 30	60	0 30	60	0 44	88	0 15	30 00	0 25	50
0 29	.....	0 30	.....	0 42	.....	0 15	.....	0 20	.....
0 20	.....	0 29	.....	0 36	.....	0 15	.....	0 20	.....
0 18	.....	0 25	.....	0 27	.....	0 15	.....	0 15	.....
0 20	.....	0 25	.....	0 25	.....	0 15	.....	0 15	.....
0 20	.....	0 25	.....	0 23	.....	0 15	.....	0 15	.....
0 15	.....	0 20	.....	0 21	.....	0 15	.....	0 15	.....
0 10	.....	0 20	.....	0 20	.....	0 15	.....	0 10	.....
0 08	.....	0 20	.....	0 17	.....	0 15	.....	0 10	.....
0 03	.....	0 25	.....	0 23	.....	0 15	.....	0 10	.....
0 15	.....	0 15	.....	0 27	.....	0 10	.....	0 20	.....
0 13	.....	0 15	.....	0 25	.....	0 10	.....	0 15	.....
0 25	.....	0 28	.....	0 57	.....	0 35	.....	0 30	.....
20 00	400	15 00	300	23 00	460	25 00	500 00	20 00	400
30 00	30	25 00	25	43 00	43	35 00	35 00	30 00	30
0 09	180	40 00	200	0 10	200	0 15	300 00	0 10	200
0 07	14	0 06	12	0 08½	17	0 10	20 00	0 10	20
0 25	31,250	0 20	25,000	0 20	25,000	0 22	27,500 00	0 20	25,000
300 00	15,600	400 00	20,800	300 00	15,600	200 00	10,400 00	260 00	13,520
0 33	51,480	0 65	101,400	0 33	51,480	0 60	93,600 00	0 35	54,600
25 00	750	45 00	1,350	45 00	1,350	10 00	300 00	30 00	900
.....	973, 489	.....	974,400	.....	982,778	.....	990,607 50	.....	1,001,430

CONTRACT No. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying

Approximate Quantities.		Description of Work.	P. Larkin.		
			Rates.	Amounts	
			\$ cts.	\$	
800	Acres.	Clearing.....	pr. acre.	30 00	24,000
15	do	Close cutting.....	do	35 00	525
50	do	Grubbing (including side ditches and off-take drains)...	do	50 00	2,500
50,000	Lin. ft.	Fencing.....	pr. 100 lin. ft.	7 50	3,750
185,000	C. yds.	Solid rock excavation.....	pr. c. yd.	1 90	351,500
3,000	do	Loose rock do.....	do	1 75	5,250
1,100,000	do	Earth excavation (including borrowing).....	do	0 26	286,000
3,000	do	Excavation in off-take ditches beyond railway limits...	do	0 24	720
10,000	Lin. ft.	Under-drains.....	pr. 100 lin. ft.	71 75	7,175
2	Spans	Iron superstructure.....	150 ft. clear.	10,440 00	20,880
	do	do do.....	100 do	5,300 00	
	do	do do.....	80 do	3,750 00	
	do	do do.....	60 do	2,680 00	
	do	do do.....	50 do	1,984 00	
	do	Howe truss, 150 feet clear.....	pr. span.	5,000 00	
1	do	do do 100 do.....	do	3,175 00	3,175
	do	do do 80 do.....	do	2,900 00	
11	do	do do 60 do.....	do	1,500 00	16,500
1	do	do do 40 do.....	do	1,000 00	1,000
	Lin. ft.	6-foot tunnels for streams.....	l c. yd. pr. lin. ft.	7 00	
	C. yds.	Cribwork in abutments and piers of bridges, including timber and stone filling.....	pr. c. yd	4 00	
1,200	do	Rip-rap.....	do	3 00	3,600
8,000	do	Bridge masonry in hydraulic cement mortar.....	do	10 00	80,000
	do	do in common lime mortar lipped with cement.....	do		
	do	Culvert masonry in hydraulic cement mortar.....	do		
3,000	do	do in common lime mortar lipped with cement.....	do	10 70	96,300
	do	do dry.....	do	7 00	
	do	Brickwork in hydraulic cement mortar.....	do		
	do	do in common lime mortar lipped with cement.....	do	12 00	
250	do	Concrete made with hydraulic cement.....	do	5 00	1,250
250	do	Clay puddle.....	do	0 70	175
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>					
1,500	Lin. ft.	16 inches by 12 inches, white pine.....	pr. l. ft.	0 48	720
500	do	15 do 12 do do.....	do	0 48	240
	do	15 do 9 do do.....	do	0 45	
200	do	12 do 12 do white pine or tamarac.....	do	0 37	72
	do	12 do 9 do do.....	do	0 20	
	do	12 do 6 do do.....	do	0 20	
	do	12 do 3 do do.....	do	0 15	
	do	9 do 9 do do.....	do	0 27	
	do	9 do 8 do do.....	do	0 27	
	do	9 do 6 do do.....	do	0 20	
	do	9 do 4 do do.....	do	0 10	
	do	6 do 4 do do.....	do	0 06	
	do	4 do 2 do oak scantling.....	do	0 02	
	do	10-inch flattened timber.....	do	0 30	
	do	8-inch do.....	do	0 27	
	do	Piles, tamarac or oak, of size to square 12 in. at large end.....	do	0 27	
20,000	Ft. B.M.	Pine plank.....	pr. 1,000 ft. B.M.	30 00	600
1,000	do	Hardwood plank.....	do	40 00	40
2,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c.....	pr. lb.	0 09	180
200	do	Cast iron.....	do	0 09	18
125,000	No.	Ties.....	pr. tie.	0 33	41,250
52	Miles.	Track-laying.....	pr. mile.	340 00	17,680
156,000	C. yds.	Ballasting.....	pr. c. yd.	0 30	46,800
30	Sets.	Points and crossings.....	laying each set.	20 00	600
<b>Total amount.....</b>					<b>1,012,500</b>

and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.—Continued.

D. O'Brien.		Nagle, McDougall & McQuarrie.		Loss & McRae.		Farlardeau & McDonald.		Alex. Manning.	
Rates.	Amounts	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
40 00	32,000	28 00	22,400	40 00	32,000	35 00	28,000	25 00	20,000
.....	600	20 00	300	40 00	600	40 00	600	30 00	450
100 00	5,000	75 00	3,750	100 00	5,000	75 00	3,750	80 00	4,000
10 00	5,000	11 00	6,050	8 00	4,000	5 00	2,500	5 00	2,800
1 60	296,000	1 74	321,900	2 00	370,000	1 75	323,750	1 80	333,000
0 50	1,500	0 90	2,700	1 00	3,000	1 75	5,250	1 00	3,000
0 30	330,000	0 29	319,000	0 30	330,000	0 32	352,000	0 28	316,800
0 30	900	0 40	1,200	0 30	900	25 00	750	0 35	1,050
40 00	4,000	40 00	4,000	75 00	7,500	26 00	2,600	70 00	6,000
9,000 00	18,000	16,200 00	32,400	12,500 00	25,000	11,250 00	22,500	13,000 00	26,000
6,000 00	.....	11,200 00	.....	6,000 00	.....	7,000 00	.....	7,000 00	.....
4,000 00	.....	9,200 00	.....	5,000 00	.....	5,600 00	.....	5,600 00	.....
3,000 00	.....	7,200 00	.....	5,000 00	.....	4,080 00	.....	4,200 00	.....
2,000 00	.....	5,200 00	.....	4,500 00	.....	2,400 00	.....	3,000 00	.....
5,000 00	.....	7,390 00	.....	5,250 00	.....	6,000 00	.....	6,000 00	.....
3,000 00	3,000	4,480 00	4,480	3,500 00	3,500	3,500 00	3,500	4,000 00	4,000
2,000 00	.....	3,680 00	.....	2,800 00	.....	2,800 00	.....	3,000 00	.....
1,500 00	16,500	2,160 00	23,760	2,100 00	23,100	1,800 00	19,800	2,000 00	22,000
1,000 00	1,000	1,300 00	1,300	1,400 00	1,400	1,200 00	1,200	150 00	1,500
20 00	.....	10 00	.....	8 00	.....	12 00	.....	25 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	112,000	8 00	64,000	11 00	88,000	.....	96,000
16 00	.....	12 00	.....	7 00	.....	10 00	.....	.....	.....
9 00	.....	9 00	.....	7 00	.....	10 00	90,000	10 00	90,000
7 00	63,000	7 00	63,000	6 00	54,000	9 00	.....	9 00	.....
4 00	.....	5 00	.....	6 00	.....	8 00	.....	8 00	.....
9 00	.....	10 00	.....	25 00	.....	8 00	.....	7 00	.....
8 00	.....	9 00	.....	20 00	.....	8 00	.....	6 00	.....
7 00	1,750	5 00	1,250	7 00	1,750	6 00	1,500	8 00	2,000
2 00	500	2 50	625	1 00	250	1 00	250	1 25	312
0 30	450	0 30	450	0 30	450	0 30	450	0 20	3,000
0 30	150	0 30	150	0 25	125	0 30	150	0 20	100
0 30	.....	0 23	.....	0 25	.....	0 30	.....	0 20	.....
0 25	.....	0 24	48	0 25	50	0 30	60	0 20	40
0 25	.....	0 18	.....	0 25	.....	0 30	.....	0 20	.....
0 15	.....	0 12	.....	0 30	.....	0 30	.....	0 20	.....
0 15	.....	0 08	.....	0 30	.....	0 30	.....	0 20	.....
0 15	.....	0 16	.....	0 25	.....	0 30	.....	0 20	.....
0 15	.....	0 15	.....	0 25	.....	0 30	.....	0 20	.....
0 15	.....	0 12	.....	0 25	.....	0 30	.....	0 20	.....
0 10	.....	0 08	.....	0 25	.....	0 30	.....	0 20	.....
0 10	.....	0 05	.....	0 25	.....	0 30	.....	0 20	.....
0 15	.....	0 04	.....	0 50	.....	0 30	.....	0 20	.....
0 12	.....	0 20	.....	0 20	.....	0 20	.....	0 12	.....
0 10	.....	0 15	.....	0 20	.....	0 20	.....	0 12	.....
0 30	.....	0 45	.....	1 00	.....	0 40	.....	0 40	.....
20 00	400	24 00	480	50 00	1,000	30 00	600	25 00	500
25 00	25	30 00	30	50 00	50	40 00	40	35 00	35
0 10	200	0 12	240	0 15	300	0 12	240	15 00	300
0 05	10	0 12	24	0 10	20	0 10	20	0 10	20
0 25	31,250	0 24	30,000	0 26	31,250	0 25	31,250	0 22	27,500
175 00	9,100	295 00	15,340	350 00	18,200	260 00	13,520	180 00	9,360
0 35	54,600	0 35	54,600	0 40	62,440	0 32	49,920	.....	93,600
20 00	600	40 00	1,200	35 00	1,050	50 00	1,500	10 00	300
.....	1,021,335	.....	1,025,077	.....	1,043,295	.....	1,046,100	.....	1,066,455

CONTRACT NO. 37.—CANADIAN PACIFIC RAILWAY.—Grading, Bridging, Track-laying and Ballasting 50 miles.—Tender for Works.—Schedule of Quantities, &c.—  
Continued.

Approximate Quantities.		Description of Work.	Davis & Stewart.		Sullivan & Beemer.	
			Rates.	Amounts	Rates.	Amounts
			\$ cts.		\$ cts.	\$
800	Acres.	Clearing.....pr. acre.	25 00	20,000	50 00	40,000
15	do	Close cutting..... do	40 00	600	100 00	1,500
50	do	Grubbing (including side ditches and off-take drains)..... do	75 00	3,750	200 00	10,000
50,000	Lin. ft.	Fencing.....pr. 100 lin. ft.	12 50	6,200	0 06	3,000
185,000	C. yds.	Solid rock excavation.....pr. c yd.	1 90	351,500	2 50	462,500
3,000	do	Loose rock do..... do	0 75	2,250	2 50	7,500
1,100,000	do	Earth excavation (including borrowing)..... do	0 38	418 000	0 35	385,000
3,000	do	Excavation in off-take ditches beyond railway limits..... do	0 35	1,050	0 35	1,050
10,000	Lin. ft.	Under-drains.....pr. 100 lin. ft.	45 00	4,500	50 00	5,000
2	Spans	Iron superstructure..... 150 ft. clear.	55 00	16,500	10,500 00	21,000
.....	do	do..... 100 do	55 00	.....	7,000 00	.....
.....	do	do..... 80 do	52 00	.....	5,500 00	.....
.....	do	do..... 60 do	45 00	.....	3,600 00	.....
.....	do	do..... 40 do	40 00	.....	2,500 00	.....
.....	do	Howe truss, 150 feet clear.....pr. span.	6,000 00	.....	9,000 00	.....
1	do	do 100 do..... do	.....	4,000	4,000 00	4,000
.....	do	do 80 do..... do	2,400 00	.....	3,200 00	.....
11	do	do 60 do..... do	1,650 00	18,150	2,100 00	23,100
1	do	do 40 do..... do	1,000 00	1,000	1,200 00	1,200
.....	Lin. ft.	6-foot tunnels for streams. 1 c. yd. pr. lin. ft.	7 50	.....	12 00	.....
.....	C. yds.	Cribwork in abutments and piers of bridges, including timber and stone filling.....pr. c yd.	2 75	.....	3 00	.....
1,200	do	Rip-rap..... do	1 60	1,920	1 00	1,200
8,000	do	Bridge masonry in hydraulic cement mortar..... do	15 00	120,000	11 00	88,000
.....	do	do in common lime mortar lipped with cement..... do	11 00	.....	11 00	.....
.....	do	Culvert masonry in hydraulic cement mortar..... do	13 00	.....	7 00	.....
3,000	do	do in common lime mortar lipped with cement..... do	11 00	99,000	6 00	51,000
.....	do	do dry..... do	7 00	.....	6 00	.....
.....	do	Brickwork in hydraulic cement mortar..... do	12 50	.....	16 00	.....
.....	do	do in common lime mortar lipped with cement... do	11 00	.....	15 00	.....
250	do	Concrete made with hydraulic cement..... do	7 50	1,875	8 00	2,000
250	do	Clay puddle..... do	1 50	375	2 00	500
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>						
1,500	Lin. ft.	16 inches by 12 inches, white pine..pr. 1. ft.	0 55	825	6 60	900
500	do	15 do 12 do do do .. do	0 50	250	0 55	275
.....	do	15 do 9 do do do .. do	0 35	.....	0 45	.....
200	do	12 do 12 do white pine or tamarac do	0 35	70	0 50	100
.....	do	12 do 9 do do do .. do	0 28	.....	0 40	.....
.....	do	12 do 6 do do do .. do	0 20	.....	0 25	.....
.....	do	12 do 4 do do do .. do	0 09	.....	0 18	.....
.....	do	9 do 9 do do do .. do	0 15	.....	0 30	.....
.....	do	9 do 8 do do do .. do	0 15	.....	0 25	.....
.....	do	9 do 6 do do do .. do	0 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.*

Approximate Quantities.	Description of Work.	Davis & Stewart.		Sullivan & Beemer.	
		Rates.	Amounts	Rates.	Amounts
	<i>Square Timber in trestle work, &amp;c.—Con.</i>	cts.	\$	\$ cts.	\$
..... Lin. ft.	9 inches by 4 inches, white pine or tamarac.....pr. 1. ft.	0 09	.....	0 15	.....
..... do	6 do 4 do do do .....	0 08	.....	0 10	.....
..... do	4 do 2 do oak scantling..... do	0 12½	.....	0 06	.....
..... do	10-inch flatted timber .....	0 19	.....	0 10	.....
..... do	8-inch do .....	0 17	.....	0 06	.....
..... do	Piles, tamarac or oak, of size to square 12 in. at large end .....	1 50	.....	0 80	.....
20,000 Ft. B. M.	Pine plank .....	25 00	*5,000	30 00	600
1,000 do	Hardwood plank..... do	45 00	45	50 00	50
2,000 Lbs.	Wrought iron, including bolts, spikes, straps, &c .....	0 11	220	0 15	300
200 do	Cast iron..... do	0 08	16	0 12	24
125,000 No.	Ties .....	0 37	4,6250	0 30	37,500
52 Miles	Track-laying.....pr. mile.	375 00	19,500	300 00	15,600
156,000 C yds.	Ballasting.....pr. c. yd.	0 38	59,280	0 40	62,400
30 sets	Points and crossings.....laying each set.	40 00	1,200	5 00	150
	Total amount.....	.....	1,203,326	.....	1,228,449

NOTE.—All items without quantities are not to have price affixed to them.

(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
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tender comprising the whole of the works in one bulk sum.....	12,909 00	13,545 16	14,367 15	15,963 50	16,000 00	16,326 00	16,500 00

SCHEDULE

Schedule to be submitted with Tender for

Excavation below contract level in earth, as per Specification, including filling in, ramming and carting away surplus materials per yard cube of 27 ft..	0 25	0 30	0 75	0 80	0 50	0 75	0 35
Excavation below contract level in rock, as per Specification, including filling in, ramming and carting away surplus materials per yard cube of 27 ft..	1 00	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

## QUEBEC.

## TENDER.

for the erection and completion of the above in accordance with Drawings and Works, for the sum named as under.

Richard & Richard.	T. Kavanagh.	Simon Peters.	J. M. Oliver.	Hatch & Hatch.	J. Hatch.	Wm. Venner.	Smith & Fortier.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
17,600 00	18,236 67	23,343 27	23,950 00	26,875 00	29,800 00	30,000 00	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 00	5 50	5 00	9 00	10 00
.....	3 75	4 00	5 00	3 00	4 25	6 50	7 00

(Appendix No. 18.)

## KENT GATE, QUEBEC.

*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 00
Charlebois & Shanly .....	16,247 65
Richard & Richard .....	16,950 00
D. O'Brien .....	17,000 00
Stewart & Aitchison .....	17,500 00
T. Kavanagh .....	18,932 48
J. M. Oliver .....	23,950 00
Hatch & Hatch .....	26,875 00
Simon Peters .....	27,449 29
J. Hatch .....	27,500 00
W. Venner .....	32,320 00
Smith & Fortier .....	35,325 00

SCHEDULE.

Schedule to be submitted with Tender for work as per first paragraph of Specification.

Description.	Joseph Archer.		J. Low.		Mallette & Curran.		J. O'Leary.		Charlebois & Shanly.		Richard & Richard.		D. O'Brien.		Stewart & Aitchison.		T. Kavanagh.		J. M. Oliver.		Hatch & Hatch.		Simon Peters.		J. Hatch.		W. Verner.		Smith & Fortier.	
	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts	\$	cts
Excavation below contract level in earth, as per Specification, including filling in, ramming and carting away surplus materials, per yard cube of 27 feet....	0	25	0	30	0	75	0	75	0	80	.....	.....	0	50	0	35	0	30	0	50	1	00	1	00	0	40	0	40	0	30
Excavation below contract level in rock, as per Specification, including filling in, ramming and carting away surplus materials, per yard cube of 27 feet....	1	00	1	10	1	50	1	50	1	65	.....	.....	1	25	1	00	1	15	2	00	2	00	1	50	1	00	0	90	1	20
Walling to foundations, per yard cube of 27 feet.....	3	50	6	00	7	00	4	00	7	25	.....	.....	3	50	4	50	7	00	10	00	10	00	5	50	9	50	5	00	10	00
Concrete do do .....	3	50	5	50	4	50	4	00	4	75	.....	.....	4	00	3	00	3	75	5	00	5	00	3	00	4	25	6	50	7	00

(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 .....	39,300
G. Taylor .....	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.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Excavation in foundations (below specified depth) per cubic yard .....	0 25	} 1 25	0 40	0 40	0 57	0 45
Excavation in foundations (below specified depth) per lineal foot, rock.....	0 50					
Masonry in foundations (below specified depth) per cubic yard.....	5 00	15 00	12 00	10 50	8 35	8 00
Extension of drain (price to cover excavation, building the drain and refilling) per lineal yard.....	5 00	4 50	18 00	9 00	2 75	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 self ready to enter into contract for the due execution and completion of the work, and to comply with the



(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 00
J. A. Nickerson.....	2,697 50
McManus & Co.....	2,700 00
L. S. Stewes.....	2,748 00
W. Taylor .....	2,750 00
M. B. Keith.....	2,845 00
Gray & Wheaton.....	2,900 00
P. S. Shurman.....	2,970 00
Adam Tait.....	2,988 00
L. B. Mills .....	3,095 00
Jas. Farrell.....	3,250 00
G. W. Bonnell .....	3,300 00
J. O. Stennix.....	3,950 00
A. Stewes.....	3,950 00
J. P. Taylor.....	5,950 00
D. Morrow.....	6,000 00
G. E. Mills.....	6,730 00
G. L. Brown.....	6,790 00
J. McDonald .....	6,900 00
A. McDermott.....	7,850 00

And hold myself ready to enter into a contract, and offer the two undermentioned persons as Sureties for the due fulfilment of the same.

(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.	Foxwell & Witmore.	Flood & Prince.
	\$	\$	\$	\$	\$	\$	\$
Tender comprising the whole of the work in one bulk sum .....	24,879	33,000	33,200	33,360	33,755	34,100	34,535
<i>Or separate Tenders, as follows :</i>							
No. 1.—Tender for excavator, mason and bricklayer'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 Specification.....					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

ST. JOHN, N.B.

Tender.

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.	Ward & Ward.	Stewart & Aitchison.	Wm. Causey & Co.	Fleming & Son.	C. G. Reed.	J. Harris & Co.	J. H. Hutchison.
\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
34,750	35,000	35,384	37,578	37,837	38,500				
									21,500
						4,000		2,440	
							2,125		
	8,000								

(Appendix No. 23.)

PRINCE EDWARD ISLAND RAILWAY.

SOURIS EXTENSION, 1878—CONTRACT NO. 1.

SCHEDULE OF QUANTITIES.

Description and Work.	James Barclay.		W. Douglass.		McDonald & Brown.		F. H. Feltham.		Jas. Macdonald.	
	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.	Rates.	Amounts.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Earth work (including ditching and station ground).....c. yds.		5,500		1,045 00		935 00		1,045 00		990 00
Public road crossings (complete).....		7		523 11		22 00		150 50		40 00
Farm crossings..... do		6		28 80		8 00		39 00		9 40
Culvert 3 X 4, open..... do		4		240 00		22 50		49 00		15 00
Old snow fence moved..... rods		218		305 20		2 00		436 00		1 15
New do erected..... do		364		563 56		3 00		250 70		1 25
Old board fence moved..... do		276		27 60		0 50		1,164 80		3 50
New do erected..... do		63		200 00		0 90		179 40		0 60
Contingencies.....				200 00		.....		59 85		0 90
Total.....				2,945 87		2,949 70		3,085 16		3,205 20

\* Bulk sum.

(Appendix No. 23—Continued.)

PRINCE EDWARD ISLAND RAILWAY—Continued.

SOURIS EXTENSION, 1878—CONTRACT NO. 1.

SCHEDULE OF QUANTITIES.

Description and Work.	H. A. Beebe.		Geo. Kaulback.		J. W. Macdonald & Co.		Dalzell & Riggs.		*John Sunncott.	
	Rates.		Rates.		Rates.		Rates.		Rates.	
	\$ cts.	Amounts.	\$ cts.	Amounts.	\$ cts.	Amounts.	\$ cts.	Amounts.	\$ cts.	Amounts.
Earth work (including ditching and station ground)..... c. yds.										
Public road crossings (complete).....	0 17½	962 50	0 18	990 00	0 21	1,155 00	0 17			
Farm crossings..... No.	90 00	630 00	68 00	476 00	80 00	660 00	20 00			
Culvert 3 X 4, open..... do	8 00	48 00	8 00	48 00	12 00	72 00	7 00			
Old snow fence moved..... do	24 00	96 00	68 00	272 00	50 00	200 00	7 50			
New do erected..... do	0 86	190 48	1 25	272 50	0 70	162 60	0 90			
Old board fence moved..... do	3 43	1,248 52	3 50	1,274 00	3 40	1,237 60	2 50			
New do erected..... do	0 48	132 48	0 70	193 20	0 50	138 00	0 50			
Contingencies..... do	1 10	69 30	1 10	69 30	0 95	59 85	0 80			
Total.....		3,480 00		3,695 00		3,625 05		250 00		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.

(Appendix No. 24.)

CONTRACT No. 2.

PRINCE EDWARD ISLAND RAILWAY—Souris Extension, 1878.

Schedule of Quantities in Wharf.	Alex. Chron.		Geo. Mooney.		W. B. Hillier.		F. Munro.		John Sunnott.		Jas. Barclay.		W. Taylor.	
	Rates.	Amounts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.
	\$ cts.	\$	\$ cts.	\$	\$	\$	\$ cts.	\$	\$ cts.	\$	\$	\$ cts.	\$	\$
Square timber, tons.....	2 25	1,750 00	2 50	2,000			4 50	3,600	3 00	2,400	5 50	4,400	3 90	3,120
Round do.....	1 00	2,350 00	1 50	3,525			2 00	5,700	3 00	7,050	3 00	7,050	3 00	7,050
Ballast flooring.....	0 75	375 00	1 50	750			1 50	750	3 00	1,500	3 00	1,500	2 25	1,125
Fenders.....	2 00	120 00	2 50	150			4 00	240	3 00	180	6 00	360	5 00	300
Planking (3 in.), ft. B. M.....	7 25	761 25	2 50	50			10 00	1,050	30 00	315	10 00	1,050	11 00	1,155
Moorings post, No.....	20	30 00	0 80	840			2 00	40	3 00	60	5 00	160	2 00	40
Brush, cub. yds.....	3 900	780 00	0 17	1,400			0 30	1,170	0 50	1,950	0 35	1,365	0 50	1,950
Excavation of cut for ballast.	10 500	2,310 00	0 22	2,310			0 30	1,000	0 25	3,500	0 15	1,575	0 22	2,310
do do bank &														
Waste.....	29,000	6,380 00	0 25	7,250			0 30	7,250		6,000	0 18	5,220	0 20	5,800
Contingencies.....		5,052 00		1,100				1,500				380		2,140
do Iron.....				1,000										
do Labor.....														
Total.....		19,908 25		20,525		*20,967		22,300		22,955		23,000		24,990

\* Bulk sum ; does not state for which line.

PRINCE EDWARD ISLAND RAILWAY—Souris Extension, 1878.

Schedule of Quantities in Wharf.	S. Croucher.		McDonald & Brown.		J. W. Macdonald & Co.		A. A. Macdonald.		H. A. Beebe.		John Mally.		Geo. Kaulback.	
	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.	Rates.	Am'ts.
	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
Square timber, tons	3 50	2,800	5 00	4,000	4 75	3,800	3 00	2,400	8 00	6,400	3 00	2,400	8 50	6,800
Round do	2 50	5,875	3 60	8,160	4 75	11,162	2 50	5,875	5 20	12,220	2 00	4,700	7 00	16,100
Ballast flooring	2 50	1,250	3 20	1,600	5 00	2,500	2 50	1,250	3 50	1,750	2 00	1,000	6 50	3,250
Fenders	3 00	180	6 00	360	3 10	186	3 00	180	3 00	180	3 00	180	8 00	480
Planing (3 in.), ft. B. M.	10 00	1,050	7 00	735	12 00	1,260	0 80	8,400	1 25	1,375	30 00	3,150	7 00	7,350
Mooring post, No	8 00	160	4 50	90	3 00	60	2 00	40	3 00	60	1 50	30	9 00	180
Brush, cub. yds	0 50	1,950	0 40	1,560	0 16	624	0 50	1,950	0 70	2,730	0 40	1,560	0 50	1,950
Excavation of cut for ballast	0 25	2,625	0 24	2,520	0 29	3,045	0 25	2,625	0 24	2,520	0 50	5,250	0 22	2,310
do bank and waste	0 20	5,800	0 24	6,960	0 21	6,195	0 25	7,250	0 22	6,380	0 50	14,560	0 22	6,380
Contingencies	.....	4,000	.....	.....	.....	.....	.....	400	.....	2,800	.....	1,000	.....	.....
do Iron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do Labor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	.....	25,690	.....	26,285	.....	29,232	.....	*30,379	.....	36,415	.....	42,770	.....	44,800
								†45,000						

\* Per Schedule. † Per Tender.



(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. Steeves.....	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.

SIR,—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.

Description of Material.	T. Middleton.	George N. Oill.	T. Wilson & Co.	J. & J. Bell.	R. Fowler.		A. Dobbie.	
					Rough.	Finished.	Finished.	Unfinished.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<i>Castings.</i>								
Valves..... per lb.							3½	2½
Valve ends..... do							3½	2½
Valve rails..... do							3	2½
Gate toe, rollers and frames..... do							3	2½
Gate steps and socket..... do							2½	2½
Gate head blocks..... do							2½	2½
Bridge rollers and frames..... do							3½	2½
do pivots and sockets..... do							2½	2½
do segments..... do							2½	2½
do saddles..... do							3	2½
Balance beam castings..... do	3½	3½	3½	4½	2½	3½	2½	2½
Crab castings..... do							4	2½
Drum Heads..... do							2	2½
Wasteweir Rollers..... do							4	2½
Chain sheaves..... do							3	2½
Well-hole roller frames..... do							3	2½
Snubbing posts..... do							3½	2½
<i>Wrought Iron.</i>								
Drum arms and clips..... per lb.							9	8
Crab spindles..... do							8	8
Handles for new screws..... do							12	10
Handles for new crabs..... do							10	10
Bolts for head blocks..... do	7	4	7	10	6		10	10
Drums, crabs, clips, &c..... do							10	10

(Appendix No. 27.—Continued.)

WELLAND CANAL.—Continued.

Tender for Castings and Heavy Iron Work.

Description of Material.	T. Middleton.	George N. Oill.	T. Wilson & Co.	J. & J. Bell.	R. Fowlie.		A. Dobbie.	
					Rough.	Finished.	Finished.	Unfinished.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<i>Brass.</i>								
Brass boxes for crabs..... per lb.	.....	.....	.....	.....	.....	.....	35½	28
Rollers, &c..... do	.....	.....	.....	.....	.....	.....	35½	28
Brass washers..... do	35	35	35	60	22	25	28	28
do matrixas..... do	.....	.....	.....	.....	.....	.....	37	28
do nuts for screws..... do	.....	.....	.....	.....	.....	.....	37	28
Step brasses..... do	.....	.....	.....	.....	.....	.....	28	28
Brasses for gate toe roller..... do	.....	.....	.....	.....	.....	.....	32½	28
<i>Sundries.</i>								
New screws, without matrixas..... per lb.	15	5	15	13	.....	12½	12	.....
Recutting old screws..... do	5	2	5	5	1½	.....	3	.....
Steel valve pins..... do	18	12	18	35	30c. or \$3 pin and key.	.....	17½	.....

PICKERING HARBOR.

Tender for Works to be performed in the Harbor of Pickering.

SCHEDULE.

Description of Work.	Fred. A. Munson.		John Harvey.		Pearce & Myers.		McLaren & Walker.		J. & T. Conlon.		David and John Row.		Kavanagh & O'Connell.		O. Robertson & Co. (Too late.)		T. Bryce & Bros. (Too late.)		Sullivan & Boyle. (Informal.)	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Timber in sides and ends of cribs, 12 in. X 12 in., per lineal foot.....	0 17	0 17	0 17	0 17	0 24	0 16½	0 25	0 20	0 20	0 20	0 16	0 16	0 02	0 19	0 02	0 19	0 02	0 02	0 02	0 19
Gross and longitudinal ties and floor timbers in cribs, flatted, 10 in. thick to square at small end, 10 in. X 12 in., per lineal foot.....	0 16	0 16	0 16	0 16	0 22½	0 16	0 23	0 18	0 18	0 23	0 14	0 14	0 02	0 02	0 14	0 02	0 02	0 02	0 02	0 02
Superstructure, pine, 12 in. X 12 in., per lineal foot.....	0 18	0 21	0 21	0 27	0 27	0 19½	0 27	0 25	0 27	0 27	0 20	0 20	0 19	0 19	0 19	0 19	0 19	0 19	0 19	0 19
Gross and longitudinal ties, pine, flatted, 10 in. to square at small end, 10 in. X 12 in., per lineal foot.....	0 16	0 18	0 18	0 23½	0 23½	0 19	0 23	0 20	0 23	0 23	0 16	0 16	0 15½	0 15½	0 15½	0 15½	0 15½	0 15½	0 15½	0 15½
Blocks under ties, 12 in. X 12 in. X 2 in., pine, each.....	0 03	0 03	0 03	0 05	0 05	0 07½	0 04	0 06	0 04	0 04	0 04	0 06	0 06	0 06	0 06	0 06	0 06	0 06	0 06	0 06
Binding pieces, 10 in. X 4 in., pine, per lineal foot. ....	0 05	0 06	0 06	0 10	0 10	0 13	0 10	0 08	0 10	0 10	0 08	0 10	0 06	0 06	0 06	0 06	0 06	0 06	0 06	0 06
Stringers, pine, 10 in. X 5 in. (Centre stringers, 10 in. X 10 in.).....	0 10	0 10	0 14	0 16	0 16	0 13	0 15	0 14	0 15	0 15	0 16	0 14	0 10	0 10	0 10	0 10	0 10	0 10	0 10	0 10
Snubbing posts, painted, in position, complete, each.....	10 00	12 00	12 00	8 00	8 00	13 00	15 00	12 00	15 00	15 00	4 00	12 00	4 00	15 00	15 00	15 00	15 00	15 00	15 00	15 00
Wrought iron rag bolts, per lb.....	0 03	0 06	0 06	0 06	0 06	0 05½	0 08	0 07	0 08	0 08	0 07	0 07	0 05	0 04	0 04	0 04	0 04	0 04	0 04	0 04
Pressed spike, for planking, per lb.....	0 04	0 07	0 07	0 06	0 06	0 08½	0 08	0 07	0 08	0 08	0 07	0 07	0 06	0 05½	0 05½	0 05½	0 05½	0 05½	0 05½	0 05½
Stone filling in cribs and superstructure, per cubic yard.....	0 75	0 90	0 90	0 95	0 95	1 15	1 00	1 35	1 00	1 00	0 75	1 35	0 75	0 90	0 90	0 90	0 90	0 90	0 90	0 90
Dredging in the localities hereafter to be set forth, according to directions 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 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 other cause. Rate per hour actually worked.....	6 00	6 75	6 75	6 00	6 00	7 50	7 00	14 00	7 00	7 00	22 50	14 00	22 50	.....	.....	.....	.....	6 00	6 00	7 00

(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 the two under-mentioned 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'Donabue.....	5,580
C. McDonald.....	5,589
W. & E. Randall.....	6,500
Alex. McDonald.....	7,953
W. F. Barclay.....	8,900

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(Appendix No. 30.)

POST OFFICE, &c., WINDSOR, ONTARIO.

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*Form of Tender.*

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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.....	30,575
Flory & Wattam.....	31,478
Réaume & Réaume.....	36,000
Dean Bros.....	36,795

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(Appendix No. 31.)

POST OFFICE, &c., BRANTFORD, ONTARIO.

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*Form of Tender.*

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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. Heney .....	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 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.

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 00







(Appendix No 34.)

FORT WELLINGTON, PRESCOTT, REPAIRS, &c.

*Form of Tender.*

The undersigned hereby agree to do and perform all the repairs, &c., required at Fort Wellington, Prescott, in accordance with Plans, Specification and conditions, prepared under instructions of the Honorable the Minister of Public Works, for the sum or sums named as under, viz.:

Description of Work.	D. J. Grant.	Samuel Adams.	F. Toms.	Wm. Ellis.	John Easton.	Wm. Moxley.	Wm. Noble.	Alf. Hough.	E. McGrath.	John Row.	Nisfield Ward.	Patrick Conlon.	Jas. Queen.	Jos. Steel.	T. B. Raycroft.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Tender comprising the whole of the work in one bulk sum. ....	2,385 00	2,983 00	3,247 00	3,280 00	3,315 00	3,589 00	4,300 00	4,473 00	4,900 00	4,940 00	5,250 00	7,250 00	7,600 00	7,751 00	8,000 00
Additional price per foot, lineal, of re- ment if new cedar posts are used.....	0 30	0 65	0 57	0 65	0 60	0 50	0 45	0 02½	0 20	0 50	0 75	0 45	0 05	0 50	0 04

(Appendix No. 35.)

## POST OFFICE, &amp;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 00

(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.....	2,253 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

(Appendix No. 37.)

LACHINE CANAL.

*Tender for work remaining to be done on, and in connection with, Section No. 9 of the Enlargement.*

The undersigned hereby offer to the Honorable the Minister of Public Works, to furnish all material, tools, 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 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 auctores for the carrying out of these conditions, as well as for the due performance of the works, the two undermentioned persons who have signed their 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 advertisement, dated Ottawa, 13th August, 1878.*

No. of Item.	Description.	Estimate Quantities.	J. Williamson	Falardeau & McDonald	J. M. Shone.	Rodgers & Farrell.	Sullivan & Beemer.	D. O'Brien.	A. Charlebois.	E. H. Lemays.	Belden, Denisson & Kay.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1	Earth excavation in cutting down or leveling up towing path, cutting side and back ditches trimming slopes of present spoil banks, where required.....	2,000 c. yds.	0 25	0 35	0 45	0 30	0 25	0 40	0 33	0 38	0 90
2	Earth excavations, embracing all kinds of material found in widening and deepening prism of canal, below water surface, and forming foundation for side walls, &c. (except solid rock or detached stone or boulders containing one-third of a cubic yard and upwards) handling, lifting, hauling and placing the same in spoil banks on the sides of the cut, and elsewhere within a distance of 1,200 feet, including the deepening of the bottom and finishing of.										

the sides, of those parts of the work, where there remains little, else to be done except trimming, as well as making other parts of the section to the required depth and the sides to the angle, &c., specified, per cubic yard...	6,000 c. yds.	0 29	0 40	0 50	0 35	0 25	0 40	0 42	0 40	0 90
3 Excavation of solid quarry rock (embracing 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 required angles, and making old parts of bottom to the full depth, trimming sides, &c., as specified, per cubic yard.....	120,000 c. yds.	0 93	0 90	0 90	1 00	0 98	0 96	1 00	1 10	3 50
4 Side or slope walls, laid dry where required, built as specified, per cubic yard.....	6,200 c. yds.	1 30	1 50	2 00	1 50	1 50	2 25	2 50	1 65	1 75
5 Off-take drains for discharging water from ditches in rear of towing path and berme banks, built complete as specified, per lineal foot.....	300 lin. ft.	0 50	0 25	1 20	0 30	0 50	1 25	0 45	0 75	.....
6 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 maintaining the dams during the following winter, and removing them in the spring of 1879, bulk sum.....	.....	1,200 00	1,000 00	6,000 00	1,100 00	2,000 00	7,000 00	3,000 00	1,000 00	10,000 00

(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 Items.	Description.	Estimates Quantities.	J. Williamson.	Falardean & McDonald.	J. M. Shone.	Roggers & Farrell.	Sullivan & Beemer.	D. O'Brien.	A. Charlebois.	E. H. Lemays.	Belden, Denison & Raynor.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
7	Providing all material and labor for the construction of a low dam, for the purpose of catching any leakage or other water that may pass the <i>mini-dam</i> , and furnishing all necessary steam pumping power and equipments for lifting and discharging the water, that may accumulate between the two dams, into the basin above the Guard Lock, including the removal, maintaining, and replacing of the dams, together with all pumping that may be required, to enable the works connected with the enlargement to be fully carried out and completed as specified, bulk sum.....	.....	1,400 00	3,000 00	2,500 00	1,500 00	5,000 00	3,000 00	1,000 00	1,200 00	10,000 00
8	Furnishing materials, labor and forming all necessary dams, on and at the lower end of the section, also providing pumps, and efficient steam power, such as may be approved by the officer in charge, for lifting all water that may accumulate on the section, and discharging it into the River St. Pierre. This item to include the removal of all leakage, surface drainage, springs, ice and snow, and everything necessary to thoroughly unwater the work. The dams to be made and removed, replaced and removed as often, and the pumping continued as long, as it may be necessary, to enable all the										

the works connected with the section to be fully and satisfactorily completed as specified, bulk sum.....	2,500 00	4,000 00	3,000 00	2,400 00	7,000 00	3,000 00	8,000 00	5,000 00	13,000 00
<i>Tender for works if March and April, 1879, and March and April, 1880, are allowed for their execution and completion.</i>									
9 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.....	600 00	1,000 00	5,000 00	800 00	2,000 00	7,000 00	1,500 00	2,000 00	15,000 00
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 sum.....	600 00	1,000 00	2,000 00	800 00	2,000 00	3,000 00	1,500 00	2,000 00	13,000 00
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.....	700 00	3,000 00	3,000 00	800 00	3,500 00	3,000 00	1,000 00	800 00	12,000 00
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.....	700 00	3,000 00	5,000 00	800 00	3,500 00	7,000 00	1,000 00	800 00	13,000 00
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.....	1,200 00	4,000 00	2,000 00	1,300 00	4,500 00	3,000 00	6,000 00	5,000 00	16,000 00
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.....	1,200 00	4,000 00	2,500 00	1,300 00	4,500 00	3,000 00	6,000 00	5,000 00	13,000 00

(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.	J. Williamson	Falardeau & McDonald.	J. M. Shone.	Rodgers & Parrell.	Sullivan & Beemer.	D. O'Brien.	A. Charlebois.	E. H. Lemays.	Belden, Dentson & Kaynor.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
	<i>Tender for works if March and April, 1879, and March and April, 1880, are allowed for their execution and completion.—Continued.</i>										
16	Earth excavation, as in item No. 1, per cubic yard.....	2,000 c. yds.	0 22	0 35	0 60	0 25	0 35	0 75	0 33	0 38	0 90
16	Earth excavation, as in item No. 2, per cubic yard.....	6,000 c. yds.	0 27	0 40	0 70	0 30	0 50	0 75	0 42	0 40	0 90
17	Excavation of solid quarry rock, as in item No. 3, per cubic yard.....	120,000 c. yds.	0 85	1 00	1 40	0 90	1 25	1 60	1 00	1 10	0 90
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	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
			OCCUPATION.			RESIDENCE.					
ACTUAL SIGNATURES OF PARTIES TENDERING.											

(Appendix No. 38.)

## TELEGRAPH LINE—VICTORIA TO NANAIMO.

No.	Name of Tenderer.	Amount per M. for Distributing, cutting, and Erecting Poles.		Amount per M. for fitting Brackets and Insulators and hanging Wire.		Total Amount per Mile.	
		\$	cts.	\$	cts.	\$	cts.
1	Arthur Fenney .....	40	00	10	00	50	00
2	Morrow & Ross .....	23	00	6	00	29	00
3	D. F. Adams .....	1,429	00	1,821	00	3,250	00
		Whole work		Wire.			
4	J. W. Carey .....	59	25	20	00	79	25
5	Wm. Tiernay .....					26	95
6	Wm. Hassard .....	15	00				
7	S. T. Holbrook .....	30	00	15	00	45	00
8	O. J. McLellan .....	27	75	11	25	39	00
9	Wm. Ralph .....	28	50	6	00	34	50
10	Jos. Nicholson .....					47	50
11	Jane & McCord .....	60	00	45	00	105	00
12	Arthur, McGinn & Carter .....	82	50	33	00	115	50
13	McCartney & McMillan .....	20	00	6	00	26	00
14	James Orr .....					8,300	00
15	J. B. Leighton .....	65	00			44	55
		per pole.					
16	J. W. McKay .....	40	50	45	00	85	50

(Appendix No. 39.)

LACHINE CANAL—Continued.

Tender for the Construction of the Superstructure of a Bridge at Wellington Street, and one leading to Mill Street, Montreal.

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 construction of the Superstructure of a Road Bridge over the Lachine Canal, at Wellington Street, and one at Mill Street crossing, 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 fulfilment of the same.

No. of Item.	Description.	Quantities.		John McDougall.		W. P. Bartley & Co.		McIntosh, Son & Gordon.		E. E. Gilbert & Sons.	
		Wellington Street Bridge.	Mill Street Crossing Bridge.	\$	cts.	Wellington Street Bridge.	Mill Street Crossing Bridge.	Wellington Street Bridge.	Mill Street Crossing Bridge.	Wellington Street Bridge.	Mill Street Crossing Bridge.
1	Wrought iron channel bars, I beams, truss bars and connections, including all riveted work, &c., prepared and fitted up in bridge, complete.....	42,000	50,000	0 06	0 06	0 05½	0 05½	0 15	0 15	0 06	0 06
2	Wrought iron in tie-rods (charcoal refined), prepared, put in place, complete.....	4,000	4,200	0 06	0 06	0 08	0 08	0 10	0 10	0 07½	0 07½
3	Wrought iron in suspension-cable attachments, turn-buckles, &c., prepared and in place.....	1,800	1,800	0 10	0 10	0 15	0 15	0 75	0 75	0 20	0 20
4	Wrought iron in screw-bolts, whenever used in work (other than above stated), diagonal tie-rods for transverse bracing, tie for suspension frame, wood screws, &c.....	5,000	5,300	0 06	0 06	0 05½	0 05½	0 10	0 10	0 08	0 08
5	Steel in turn-table paths, turned and finished and in place, complete.....	1,500	1,500	0 14	0 14	0 30	0 30	0 35	0 35	0 23	0 23
6	Steel wire suspension-cables, splicing, &c., complete and in place.....	900	900	0 15	0 15	0 18	0 18	0 17½	0 17½	0 28	0 28

7	Cast Iron pivot, cone rollers, racks and pinion, track, prism block, washers, saddle, perforated bridging and railing, and all other cast iron work, whether rough or finished, in work, complete, including alterations to old, or making new patterns .....	14,000	0 06½	0 037	0 037	0 037	0 09½	0 07	0 07	
8	Press pikes in flooring .....	600	0 03	0 03½	0 03½	0 08	0 08	0 04	0 04	
9	Brass work, where required, finished .....	14	0 50	0 50	0 40	0 40	0 40	0 40	0 40	
10	Wrought iron pipes for discharging surface water, prepared and placed each... ..	26	0 75	1 00	1 00	0 60	0 60	1 00	1 00	
11	Zinc covering, for top chords, &c. .... p. 8 ft.	480	0 10	0 07½	0 07½	0 65	0 65	0 35	0 35	
12	Wire stand for locking gear .....	170	0 15	0 05	0 05	0 10	0 10	0 15	0 15	
<b>TIMBER. &amp;c.</b>										
13	Oak plank in chords, suspension frame braces, balustrade, &c., dressed, shaped and finished in work, complete.....p.M.F.,B.M.	7,000	100 00	127 00	127 00	195 00	195 00	140 00	140 00	
14	Pine plank, or scantling, in main, counter and other braces, posts, &c., dressed, shaped, finished and placed in work, complete....	3,800	50 00	52 50	52 50	65 00	65 00	50 00	50 00	
15	Pine timber in floor beams, prepared and in place .....	3,200	45 00	45 00	45 00	40 00	40 00	75 00	75 00	
16	Pine plank, 2 inches thick, in lower floor.....	6,000	25 00	39 75	39 75	20 00	20 00	40 00	40 00	
17	Oak plank, 2 inches thick, in upper floor.....	6,000	75 00	87 00	87 00	90 00	90 00	85 00	85 00	
18	Oak timber, in guard rails, finished and laid, complete.....	900	100 00	89 00	89 00	90 00	90 00	115 00	115 00	
19	Painting, priming and painting, three coats, all the iron and wood, work of the bridges, as specified...blk. sum .....	.....	300 00	275 00	275 00	300 00	300 00	260 00	260 00	
20	Scaffolding, providing materials and erecting scaffolding, and its subsequent removal at times stated in specification.. ..	.....	600 00	495 00	495 00	600 00	600 00	150 00	150 00	

N.B.—All materials to be measured in the work.

(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. Doyal .....	4	25	3	75
G. B. Fisher .....	4	18	3	88
John Nicholson.....	4	25	4	00
Patrick Burns .....	4	25	4	00
George Edwards .....	4	56	4	26
G. W. McCullough.....	4	68	4	24
J. H. Kerr.....	4	75	4	25
John Burns.....	4	80	4	30
Randolph & Co.....	4	75	4	35
F. J. White.....	4	90	4	25
W. & G. Stubbs .....	4	83	4	33
John Heney .....	4	60	4	50
D. Murphy.....	4	49	4	24
Coleman & Co.....	5	15	4	35
Hugh Gillmor .....	5	25	5	00
Pierce Mansfield.....	4	90	4	50
W. Stubbs.....	5	00	4	35
J. Martin & Co.....	5	00	4	75
S. J. Batson .....	4	75	4	65
C. F. Geleson .....	5	40	4	90
F. McKenna .....	4	85	4	43
P. McKenna .....	4	95	4	49
Spratt & O'Leary.....	4	70	4	55
John Bolrier .....	4	95	4	48
G. A. Harris.....	5	00	4	65
J. W. McRae & Co.....	4	90	4	40
J. S. O'Brien.....	5	20	4	60
H. Simms .....	4	95	4	65
John O'Reilly.....	4	90	4	60

(Appendix No. 40—Continued.)

## TENDER FOR FIREWOOD—Continued.

## PUBLIC BUILDINGS, OTTAWA—Continued.

Name of Tenderer.	Hard or Rock Maple.		Mixed Wood, consisting of Hard Maple, Beech and Birch.	
	\$	cts.	\$	cts.
L. McQuarrie.....Per cord of 128 c. ft.	5	75	4	75
George Jackson.....do	4	00	5	25
H. Harris.....do	5	25	4	75
Neville & Finn.....do	4	90	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

**NOTE.**—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.

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Marks & Conmee.			
			*1st Column.		†2nd Column.	
			Rate.	Amount.	Rate.	Amount.
			\$ cts.	\$	\$ cts.	\$
470	Acres.	Clearing..... pr. acre.	21 00	9,870	22 00	10,340
110	do	Close cutting..... do	33 00	3,630	35 00	3,850
80	do	Grubbing..... do	68 00	5,440	70 00	5,600
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush..... do	175 00	5,250	180 00	5,400
41,000	L. feet.	Fencing..... pr. l. ft.	0 01	410	0 01	410
245,000	C. yds.	Solid rock excavation..... pr. c. yd.	1 50	367,500	1 55	379,750
97,000	do	Loose do..... do	0 90	87,300	0 95	92,150
4,830,000	do	Earth excavation, including borrowing..... do	0 25	1,207,500	0 26	1,255,800
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo)..... do	0 10	21,000	0 10	21,000
3,000	do	Off-take ditches, outside railway limits..... do	0 25	750	0 26	780
2,400	L. feet.	Under-drains..... pr. l. ft.	0 33	792	0 35	840
1,100	C. yds.	Bridge masonry..... pr. c. yd.	8 00	8,800	9 00	9,900
600	do	Culvert masonry..... do	4 00	2,400	4 50	2,700
60	do	Paving..... do	4 00	240	4 50	270
300	do	Concrete..... do	1 00	300	1 00	300
22,000	do	Crib-work in abutments and piers of bridges..... do	3 00	66,000	3 50	77,000
4,400	do	Rip-rap..... do	2 00	8,800	2 50	11,000
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete..... pr. l. ft.	3 50	1,820	4 00	2,080
3	Spans.	Bridge superstructure, timber, 100 ft. in clear..... pr. span.	3,600 00	10,800	3,700 00	11,100
8	do	Bridge superstructure, timber, 80 ft. in clear..... do	3,000 00	24,000	3,200 00	25,600
14	do	Bridge superstructure, timber, 40 ft. in clear..... do	1,000 00	14,000	1,200 00	16,800
18,500	L. feet.	Piles driven, 12 in. by 12..... pr. l. ft.	0 24	4,440	0 25	4,625
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
14,000	do	16 in. by 12 in., white pine..... pr. l. ft.	0 38	5,320	0 40	5,600
700	do	16 do 10 do..... do	0 35	245	0 38	266
400	do	14 do 12 do..... do	0 35	140	0 38	152
190,000	do	12 do 12 do or tamarac..... do	0 34	34,000	0 35	35,000
12,000	do	12 do 9 do..... do	0 29	3,480	0 30	3,600
300	do	12 do 8 do..... do	0 28	84	0 29	87
1,700	do	12 do 4 do..... do	0 23	391	0 24	408
48,000	do	9 do 8 do..... do	0 20	9,600	0 21	10,080
34,000	do	9 do 6 do..... do	0 20	6,800	0 21	7,140
6,500	do	9 do 4 do..... do	0 16	1,040	0 17	1,105
300	do	8 do 6 do..... do	0 16	48	0 17	51
4,400	do	8 in. flatted timber..... do	0 18	792	0 20	880
54,000	Ft. B.M.	Pine or tamarac plank..... pr. M.	28 00	1,512	30 00	1,620
1,000	do	Hardwood plank..... do	30 00	30	31 00	31
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—average haul, 172 miles..... pr. ton.	2 00	24,400	2 00	24,400
125	Miles.	Track-laying..... pr. mile.	275 00	34,375	300 00	37,500
437,500	C. yds.	Ballasting..... pr. c. yd.	0 34	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

\*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.

English River to Eagle River, 118 miles—Schedule of Quantities and Prices.

Charlebois & Shanly.				Andrews, Jones & Co.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30 00	14,100	33 00	15,510	.....	.....	22 00	10,340
32 00	3,520	33 20	3,652	.....	.....	50 00	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	0 08½	3,382	.....	.....	0 07	2,870
1 65	404,250	1 81½	444,675	.....	.....	1 40	343,000
0 60	58,200	0 66	64,020	.....	.....	0 75	72,750
0 23	1,100,900	0 25½	1,225,612½	.....	.....	0 23	1,110,900
0 25	52,500	0 26½	55,650	.....	.....	0 37	77,700
0 30	900	0 33	990	.....	.....	0 25	750
0 50	1,200	0 55	1,320	.....	.....	0 60	1,440
14 00	15,400	15 40	16,940	.....	.....	11 00	12,100
7 50	4,500	8 25	4,950	.....	.....	8 00	4,800
2 50	150	2 75	165	.....	.....	8 00	480
6 50	1,950	7 15	2,145	.....	.....	8 00	2,400
5 00	110,000	5 50	121,000	.....	.....	3 00	66,000
3 00	13,200	3 30	14,520	.....	.....	2 50	11,000
11 00	5,720	12 10	6,292	.....	.....	28 00	14,560
4,000 00	12,000	4,400 00	13,200	.....	.....	3,000 00	9,000
3,000 00	24,000	3,300 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	4,620	.....	.....	0 36	5,040
0 30	210	0 33	231	.....	.....	0 36	252
0 28	112	0 31	124	.....	.....	0 36	144
0 24	24,000	0 26½	26,500	.....	.....	0 30	30,000
0 24	2,880	0 26½	3,180	.....	.....	0 30	3,600
0 22	66	0 24½	72½	.....	.....	0 30	90
0 18	306	0 20½	340	.....	.....	0 30	510
0 15	7,200	0 17½	8,400	.....	.....	0 15	7,200
0 12	4,080	0 13½	4,505	.....	.....	0 15	5,100
0 12	780	0 13½	861½	.....	.....	0 15	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	27½	.....	.....	40 00	40
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	99,000	.....	.....	0 22	66,000
3 40	41,480	3 74	45,828	.....	.....	5 00	61,000
225 00	28,125	247 50	30,937½	.....	.....	290 00	36,250
0 28	122,500	0 31	135,625	.....	.....	0 37	161,875
10 00	360	11 00	396	.....	.....	50 00	1,800
.....	2,207,674	.....	2,431,386	.....	.....	.....	2,239,525

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Denis O'Brien.				
			1st Column.		2nd Column.		
			Rate.	Amount.	Rate.	Amount.	
			\$	\$	\$		
470	Acres.	Clearing .....	pr. acre.	50 00	23,500		
110	do	Close cutting.....	do	50 00	5,500		
80	do	Grubbing.....	do	100 00	8,000		
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush.....	do	2,250 00	67,500		
41,000	L. feet.	Fencing.....	pr. l. ft.	0 10	4,100		
245,000	C. yds.	Solid rock excavation.....	pr. c. yd.	1 60	392,000		
97,000	do	Loose do .....	do	0 50	48,500		
4,830,000	do	Earth excavation, including borrowing .....	do	0 25	1,207,500		
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo).....	do	0 40	84,000		
3,000	do	Off-take ditches, outside railway limits .....	do	0 30	900		
2,400	L. feet.	Under-drains .....	pr. l. ft.	1 50	3,600		
1,100	C. yds.	Bridge masonry .....	pr. c. yd.	12 00	13,200		
690	do	Culvert masonry.....	do	12 00	7,200		
60	do	Paving .....	do	3 00	180		
300	do	Concrete .....	do	7 00	2,100		
22,000	do	Crib-work in abutments and piers of bridges .....	do	2 50	55,000		
4,400	do	Rip-rap.....	do	1 00	4,400		
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.....	per l. ft.	8 00	4,160		
3	Spans.	Bridge superstructure, timber, 100 ft. in clear .....	pr. span.	7,000 00	21,000		
8	do	Bridge superstructure, timber, 80 ft. in clear .....	do	5,000 00	40,000		
14	do	Bridge superstructure, timber, 40 ft. in clear .....	do	2,000 00	28,000		
18,500	L. feet.	Piles driven, 12 in. by 12.....	pr. l. ft.	0 40	7,400		
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>					
14,000	do	16 in. by 12 in., white pine.....	pr. l. ft.	0 40	5,600		
700	do	16 do 10 do .....	do	0 40	280		
400	do	14 do 12 do .....	do	0 40	160		
100,000	do	12 do 12 do or tamarac.....	do	0 25	25,000		
12,000	do	12 do 9 do .....	do	0 25	3,000		
300	do	12 do 8 do .....	do	0 25	75		
1,700	do	12 do 4 do .....	do	0 20	340		
48,000	do	9 do 8 do .....	do	0 20	9,600		
34,000	do	9 do 6 do .....	do	0 20	6,800		
6,500	do	9 do 4 do .....	do	5 10	650		
300	do	8 do 6 do .....	do	0 10	30		
4,400	do	8 in. flatted timber.....	do	0 10	440		
54,000	Ft. B.M.	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, spikes, straps, &c .....	pr. lb.	0 10	6,000		
12,200	do	Cast-iron .....	do	9 07	854		
300,000	No.	Ties .....	pr. tie.	0 25	75,000		
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles.....	pr. ton.	1 00	12,200		
125	Miles.	Track-laying .....	pr. mile.	200 00	25,000		
437,500	C. yds.	Ballasting .....	pr. c. yd.	0 25	109,375		
36	Sets.	Points and crossings.....	pr. set.	20 00	720		
		<b>Total.....</b>			<b>2,310,754</b>		<b>2,426,291</b>

Add 5 per cent.

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

Wardrop & Ross.				J. R. Macdonell.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
15 00	7,050			20 00	9,400	20 00	9,400
15 00	1,650			20 00	2,200	20 00	2,200
100 00	8,000			40 00	3,200	40 00	3,200
1,000 00	30,000			1,500 00	45,000	1,500 00	45,000
0 03	1,230			0 06	2,460	0 06	2,460
1 25	308,250			1 70	416,500	1 80	441,000
0 50	48,500			0 90	87,300	0 90	87,300
0 28	1,352,400			0 26	1,255,800	0 28	1,352,400
0 28	58,800			0 30	63,000	0 32	67,200
0 20	600			0 26	780	0 26	780
0 30	720			0 28	672	0 28	672
10 00	11,000			12 00	13,200	12 00	13,200
6 00	3,600			10 00	6,000	10 00	6,000
3 00	180			10 00	600	10 00	600
7 00	2,100			8 00	2,400	8 00	2,400
4 00	88,000			2 75	60,500	3 00	66,000
2 00	8,800			2 00	8,200	2 00	8,200
14 00	7,280			25 00	13,000	25 00	13,000
3,500 00	10,500			3,500 00	10,500	4,000 00	12,000
2,400 00	19,200			2,500 00	20,000	3,000 00	24,000
560 00	7,840			1,000 00	14,000	1,000 00	14,000
0 40	7,400			0 30	5,550	0 30	5,550
0 45	6,300			0 38	5,320	0 40	5,600
0 40	280			0 38	266	0 40	280
0 45	180			0 38	152	0 40	160
0 30	30,000			0 32	32,000	0 35	35,000
0 30	3,600			0 30	3,600	0 35	4,200
0 24	72			0 28	84	0 30	90
0 12	204			0 18	306	0 20	340
0 18	8,640			0 20	9,600	0 22	10,560
0 12	4,080			0 20	6,800	0 22	7,480
0 10	650			0 16	1,040	0 18	1,170
0 12	36			0 16	48	0 18	54
0 10	440			0 15	660	0 18	792
30 00	1,620			25 00	1,350	30 00	1,620
30 00	30			45 00	45	45 00	45
7 00	4,200			0 09	5,400	0 10	6,000
6 00	732			0 07	854	0 08	976
0 25	75,000			0 25	75,000	0 28	84,000
1 70	20,740			2 00	24,400	2 00	24,400
350 00	43,750			175 00	21,875	175 00	21,875
0 25	163,125			0 28	122,500	0 28	122,500
20 00	720			40 00	1,440	40 00	1,440
	2,334,499		2,440,724		2,353,602		2,505,744

5 per cent. added to this column.

APPENDIX No. 41—Continued.—Tender for Woks on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	James Goodwin & Co.			
			1st Column.		2nd Column.	
			Rate.	Amount.	Rate.	Amount.
			\$ cts	\$	\$ cts.	\$
470	Acres.	Clearing .....	25 00	11,750	25 00	11,750
110	do	Close cutting .....	30 00	3,300	30 00	3,300
80	do	Grubbing .....	75 00	6,000	75 00	6,000
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush .....	1,000 00	30,000	1,200 00	36,000
41,000	L. feet.	Fencing .....	0 06	2,460	0 06	2,460
245,000	C. yds.	Solid rock excavation .....	1 80	441,000	2 00	490,000
97,000	do	Loose do .....	0 80	77,600	0 80	77,600
4,830,000	do	Earth excavation, including borrowing .....	0 25	1,207,500	0 27	1,304,100
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo) .....	0 35	73,500	0 35	73,500
3,000	do	Off-take ditches, outside railway limits .....	0 27	810	0 27	810
2,400	L. feet.	Under-drains .....	0 12	288	0 12	288
1,100	C. yds.	Bridge masonry .....	13 00	14,300	15 00	16,500
600	do	Culvert masonry .....	10 00	6,000	10 00	6,000
60	do	Paving .....	8 00	480	8 00	480
300	do	Concrete .....	7 00	2,100	7 00	2,100
22,000	do	Curb-work in abutments and piers of bridges .....	3 75	82,500	4 00	88,000
4,400	do	Rip-rap .....	2 50	11,000	2 50	11,000
520	L. feet	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete. pr. l. ft.	20 00	10,400	27 00	14,040
3	Spans.	Bridge superstructure, timber, 100 ft. in clear .....	4,000 00	12,000	4,000 00	12,000
8	do	Bridge superstructure, timber, 80 ft. in clear .....	2,800 00	22,400	2,800 00	22,400
14	do	Bridge superstructure, timber, 40 ft. in clear .....	1,000 00	14,000	1,000 00	14,000
18,500	L. feet.	Piles driven, 12 in by 12 .....	0 30	5,550	0 33	6,105
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
14,000	do	16 in. by 12 in., white pine .....	0 50	7,000	0 60	8,400
700	do	16 do 10 do .....	0 50	350	0 58	406
400	do	14 do 12 do .....	0 48	192	0 57	228
100,000	do	12 do 12 do or tamarac. do .....	0 34	34,000	0 36	36,000
12,000	do	12 do 9 do do .....	0 33	3,960	0 34	4,080
300	do	12 do 8 do do .....	0 33	99	0 33	99
1,700	do	13 do 4 do do .....	0 20	340	0 20	340
48,000	do	9 do 8 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 .....	0 16	1,040	0 16	1,040
300	do	8 do 6 do do .....	0 20	60	0 20	60
4,400	do	8 in. flatted timber do .....	0 20	880	0 20	880
54,000	Ft. B.M.	Pine or tamarac plank .....	30 00	1,620	30 00	1,620
1,000	do	Hardwood plank .....	40 00	40	40 00	40
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c .....	0 10	6,000	0 10	6,000
12,200	do	Cast-iron .....	0 08	976	0 08	976
300,000	No.	Ties .....	0 25	75,000	0 26	78,000
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles .....	2 50	30,500	2 50	30,500
125	Miles.	Track-laying .....	270 00	33,750	270 00	33,750
437,500	C. yds.	Ballasting .....	0 34	148,750	0 35	153,125
36	Sets.	Points and crossings .....	40 00	1,440	40 00	1,440
		<b>Total .....</b>		<b>2,397,335</b>		<b>2,573,297</b>

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued

A. Loberge & Co.				R. H. McGreevey.			
1st Column.		2nd Column.		1st Column.		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	2,050			0 10	4,100		
1 60	392,000			1 70	416,500		
0 60	58,200			0 75	72,750		
0 27	1,304,100			0 27	1,304,100		
0 30	42,000			0 40	84,000		
0 25	750			0 20	600		
0 30	720			0 50	1,200		
18 00	19,800			14 00	15,400		
	6,000			8 00	4,800		
5 00	300			3 00	180		
6 00	1,800			8 00	2,400		
5 00	11,000			4 00	88,600		
2 00	8,800			3 00	13,200		
12 00	6,240			32 00	16,640		
4,000 00	12,000			2,500 00	7,500		
3,000 00	24,000			1,800 00	14,400		
1,500 00	21,000			750 00	10,500		
0 50	9,250			0 60	11,100		
0 50	7,000			0 30	4,200		
0 50	350			0 30	210		
0 50	200			0 25	100		
0 30	30,000			0 25	25,000		
0 35	4,200			0 20	2,400		
0 30	90			0 15	45		
0 20	340			0 10	170		
0 20	9,600			0 15	7,200		
0 20	6,800			0 10	3,400		
0 20	1,300			0 07	455		
0 15	45			0 10	30		
0 15	660			0 05	220		
30 00	1,620			60 00	3,240		
100 00	100			100 00	100		
0 12	7,200			0 10	6,000		
0 10	1,220			0 05	610		
0 20	60,000			0 20	60,000		
2 00	24,400			3 00	36,300		
250 00	31,250			300 00	37,500		
0 30	131,250			0 25	109,375		
30 00	1,080			25 00	900		
	2,398,215				2,412,520		

Five per cent. additional on \$2,398,215 if completed in 1881.

Add 15 per cent.—\$361,878.

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Hunter, Murray & Booth.			
			1st Column.		2nd Column.	
			Rate.	Amount.	Rate.	Amount.
			\$ cts.	\$	\$ cts	\$
470	Acres.	Clearing..... pr. acre.			25 00	11,750
110	do	Close cutting..... do			15 00	1,650
80	do	Grubbing..... do			80 00	6,400
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush..... do			1,200 00	36,000
41,000	L. feet.	Fencing..... pr. l. ft.			0 15	6,150
245,000	C. yds	Solid rock excavation..... pr. c. yd.			1 75	428,750
97,000	do	Loose do..... do			0 80	77,600
4,830,000	do	Earth excavation, including borrowing..... do			0 26	1,258,000
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo)..... do			0 50	105,000
3,000	do	Off-take ditches, outside railway limits..... do			0 50	1,500
2,400	L. feet.	Under-drains..... pr. l. ft.			1 50	3,600
1,100	C. yds	Bridge masonry..... pr. c. yd.			8 00	8,800
600	do	Culvert masonry..... do			8 00	4,800
60	do	Paving..... do			6 00	360
300	do	Concrete..... do			6 00	1,800
22,000	do	Orib-work in abutments and piers of bridges..... do			4 00	88,000
4,400	do	Rip-rap..... do			3 00	13,200
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete. pr. l. ft.			40 00	20,800
3	Spans.	Bridge superstructure, timber, 100 ft. in clear..... pr. span			4,500 00	13,500
8	do	Bridge superstructure, timber, 80 ft. in clear..... do			3,200 00	25,600
14	do	Bridge superstructure, timber, 40 ft. in clear..... do			1,200 00	16,800
18,500	L. feet.	Piles driven, 12 in. by 12..... pr. l. ft.			0 45	8,325
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
14,000	do	16 in. by 12 in., white pine..... pr. l. ft.			0 50	7,000
700	do	16 do 10 do..... do			0 50	350
400	do	14 do 12 do..... do			0 40	160
100,000	do	12 do 12 do or tamarac..... do			0 30	3,000
12,000	do	12 do 9 do do do..... do			0 30	3,600
300	do	12 do 8 do do do..... do			0 30	90
1,700	do	12 do 4 do do do..... do			0 25	425
48,000	do	9 do 8 do do do..... do			0 25	1,200
34,000	do	9 do 6 do do do..... do			0 25	8,500
6,500	do	9 do 4 do do do..... do			0 25	1,625
300	do	8 do 6 do do do..... do			0 25	75
4,400	do	8 in. flatted timber..... do			0 20	880
54,000	Ft. B.M.	Pine or tamarac plank..... pr. M.			35 00	1,890
1,000	do	Hardwood plank..... do			60 00	60
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c..... pr. lb.			0 10	6,000
12,200	do	Cast iron..... do			0 10	1,220
300,000	No.	Ties..... pr. tie.			0 25	75,000
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles..... pr. ton.			3 00	36,600
125	Miles.	Track-laying..... pr. mile.			225 00	28,125
437,500	C. yds.	Ballasting..... pr. c. yd.			0 40	175,000
86	Sets.	Points and crossings..... pr. set.			50 00	1,800
		<b>Total</b> .....				<b>2,490,980</b>

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

Manning, McDonell & Co.				Purcell, Ginty & Ryan.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
20 00	9,400	0 22	10,340	25 00	11,750	25 00	11,750
20 00	2,200	0 22	2,420	20 00	2,200	20 00	2,200
50 00	4,000	0 55	4,400	120 00	9,600	120 00	9,600
1,700 00	51,000	2,000 00	60,000	500 00	15,000	600 00	18,000
0 06	2,460	0 06	2,460	0 04	1,640	0 04	1,640
1 75	428,750	2 00	490,000	1 65	404,250	1 75	428,750
0 90	87,300	1 00	97,600	0 90	87,300	0 90	87,300
0 28	1,352,400	0 30	1,449,000	0 28	1,352,400	0 29	1,400,700
0 30	63,000	0 33	69,300	0 40	84,000	0 40	84,000
0 25	750	0 25	750	0 40	1,200	0 40	1,200
0 30	720	0 33	792	0 30	720	0 30	720
12 00	13,200	14 00	15,400	9 00	9,900	9 00	9,900
8 00	4,800	10 00	6,000	7 00	4,200	7 00	4,200
12 00	720	14 00	840	2 00	120	2 00	120
8 00	2,400	10 00	3,000	4 00	1,200	4 00	1,200
3 00	66,000	3 50	77,000	3 50	77,000	3 50	77,000
1 50	6,600	2 00	8,800	2 50	11,000	2 50	11,000
35 00	18,200	35 00	18,200	15 00	7,800	15 00	7,800
4,000 00	12,000	4,000 00	12,000	3,500 00	10,500	3,500 00	10,500
2,500 00	20,000	2,500 00	20,000	2,500 00	20,000	2,500 00	20,000
1,000 00	14,000	1,000 00	14,000	1,200 00	16,800	1,200 00	16,800
0 30	5,550	0 33	6,105	0 35	6,475	0 35	6,475
0 40	5,600	0 42	588	0 50	7,000	0 50	7,000
0 40	280	0 42	274	0 40	280	0 40	280
0 40	160	0 42	168	0 40	160	0 40	160
0 27	27,000	0 30	30,000	0 37	37,000	0 37	37,000
0 27	3,240	0 30	3,600	0 30	3,600	0 30	3,600
0 27	81	0 30	90	0 30	90	0 30	90
0 20	340	0 24	408	0 18	306	0 18	306
0 18	8,640	0 20	9,600	0 20	9,600	0 20	9,600
0 16	5,440	0 18	6,120	0 18	6,120	0 18	6,120
0 12	780	0 12	780	0 15	975	0 15	975
0 18	54	0 20	60	0 15	45	0 15	45
0 18	792	0 20	880	0 18	792	0 18	792
25 00	1,350	30 00	1,620	25 00	1,350	25 00	1,350
50 00	50	35 00	55	40 00	40	40 00	40
0 10	6,000	0 12	7,200	0 10	6,000	0 10	6,000
0 08	976	0 10	220	0 10	1,220	0 10	1,220
0 28	84,000	0 30	91,000	0 30	90,000	0 50	90,000
3 00	36,600	3 50	42,700	1 25	15,250	1 25	15,250
200 00	25,000	200 00	25,000	300 00	37,500	300 00	37,500
0 30	131,250	0 30	131,250	0 40	175,000	0 40	175,000
40 00	1,440	40 00	1,440	40 00	1,440	40 00	1,440
2,504,523		2,726,172		2,528,543		2,604,643	

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Macdonald & Falardeau.						
			1st Column.		2nd Column				
			Rate.	Amount.	Rate.	Amount.			
470	Acres.	Clearing.....pr. acre.	\$ 20 00	9,400	\$ 20 00	9,400			
110	do	Close cutting.....do	30 00	3,300	30 00	3,300			
80	do	Grubbing.....do	80 00	6,400	80 00	6,400			
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush.....do	70 00	2,100	70 00	2,100			
41,000	L. feet.	Fencing.....pr. l. ft.	0 05	2,050	0 05	2,050			
245,000	C. yards	Solid rock excavation.....pr. c. yd.	1 75	428,750	1 85	453,250			
97,000	do	Loose rock do.....do	1 30	126,100	1 30	126,100			
4,830,000	do	Earth excavation, including borrowing.....do	0 30	1,449,000	0 32	1,545,600			
210,000	do	Earth borrowing with haul of 1 to 1½ miles (See 20th clause of memo).....do	0 30	63,000	0 32	67,200			
3,000	do	Off-take ditches, outside railway limits.....do	0 20	600	0 20	600			
2,400	L. feet.	Under-drains.....pr. l. ft.	0 15	360	0 15	360			
1,100	C. yards	Bridge masonry.....pr. c. yd.	12 00	13,200	12 00	13,200			
600	do	Culvert masonry.....do	10 00	6,000	10 00	6,000			
60	do	Paving.....do	5 00	300	5 00	300			
300	do	Concrete.....do	6 00	1,800	6 00	1,800			
22,000	do	Crib-work in abutments and piers of bridges.....do	2 50	55,000	2 75	60,500			
4,400	do	Rip-rap.....do	2 50	11,000	2 50	11,000			
5.0	L. feet.	Cast-iron pipes 3 ft. diameter inside, 1 inch thick, laid in concrete.....pr. l. ft.	30 00	15,600	30 00	15,600			
3	Spans.	Bridge superstructure, timber, 100 ft. in clear.....pr. span.	3,000 00	9,000	3,000 00	9,000			
8	do	Bridge superstructure, timber, 80 ft. in clear.....do	2,000 00	16,000	2,000 00	16,000			
14	do	Bridge superstructure, timber, 40 ft. in clear.....do	1,000 00	14,000	1,000 00	14,000			
18,500	L. feet.	Piles driven, 12 in. by 12.....pr. l. ft.	0 25	4,625	0 25	4,625			
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>							
14,000	do	16 in. by 12 in., white pine.....pr. l. ft.	0 50	7,000	0 50	7,000			
700	do	16 do 10 do.....do	0 50	350	0 50	350			
400	do	14 do 12 do.....do	0 50	200	0 50	200			
100,000	do	12 do 12 do or tamarac.....do	0 40	40,000	0 40	40,000			
12,000	do	12 do 9 do.....do	0 30	3,600	0 30	3,600			
300	do	12 do 8 do.....do	0 30	90	0 30	90			
1,700	do	12 do 4 do.....do	0 30	510	0 30	510			
48,000	do	9 do 8 do.....do	0 25	12,000	0 25	12,000			
34,000	do	9 do 6 do.....do	0 25	8,500	0 25	8,500			
6,500	do	9 do 4 do.....do	0 20	1,300	0 20	1,300			
300	do	8 do 6 do.....do	0 20	60	0 20	60			
4,400	do	8 in. flatted timber.....do	0 20	880	0 20	880			
54,000	Ft. B. M.	Pine or tamarac plank.....pr. M.	40 00	2,160	40 00	2,160			
1,000	do	Hardwood plank.....do	40 00	40	40 00	40			
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c.....pr. lb.	0 10	6,000	0 10	6,000			
12,200	do	Cast-iron.....do	0 10	1,220	0 10	1,220			
300,000	No.	Ties.....pr. tie.	0 28	78,000	0 28	84,000			
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles.....pr. 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	C. yards	Ballasting.....pr. c. yd.	0 35	153,125	0 38	166,250			
36	Sets.	Points and crossings.....pr. set.	50 00	1,800	50 00	1,800			
		<b>Total.....</b>		<b>2,600,920</b>		<b>2,753,970</b>			

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

F. B. McNamee & Co.				R. Nagle & Co.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
50 00	23,500	50 00	23,500	30 00	14,100	33 00	15,510
60 00	6,600	60 00	6,600	20 00	2,200	22 00	2,420
100 00	8,000	100 00	8,000	50 00	4,000	55 00	4,400
400 00	12,000	400 00	12,000	1,000 00	30,000	1,100 00	33,000
0 15	6,150	0 15	6,150	0 06	2,460	0 07	2,870
1 50	367,500	2 00	490,000	1 20	294,000	1 30	318,560
1 00	97,000	1 00	97,000	0 75	72,750	0 83	80,510
0 30	1,449,000	0 35	1,690,500	0 25	1,207,000	0 27	1,304,100
0 40	84,000	0 40	84,000	0 70	147,000	0 77	161,700
0 50	1,500	0 50	1,500	0 31	930	0 33	990
0 25	600	0 25	600	0 25	600	0 27	648
11 00	12,100	11 00	12,100	8 00	8,800	9 00	9,900
9 00	5,400	9 00	5,400	7 00	4,200	8 00	4,800
5 00	300	5 00	300	6 00	360	6 60	396
6 00	1,800	6 00	1,800	5 00	1,500	5 50	1,650
1 50	33,060	1 50	33,000	3 50	77,000	3 85	8,470
2 00	8,800	2 00	8,800	2 00	8,800	2 20	9,680
1 00	520	1 00	520	30 00	15,600	33 00	17,160
6,000 00	18,000	6,000 00	18,000	4,000 00	12,000	4,000 00	12,000
5,000 00	40,000	5,000 00	40,000	3,000 00	24,000	3,300 00	26,400
2,500 00	35,000	2,500 00	35,000	2,000 00	28,000	2,200 00	30,800
0 30	5,550	0 30	5,550	0 30	5,550	0 33	6,105
0 30	4,200	0 30	4,200	0 34	4,760	0 37	5,180
0 28	196	0 28	196	0 30	210	0 33	231
0 25	100	0 25	100	0 30	120	0 33	132
0 25	25,000	0 25	25,000	0 25	25,000	0 27	27,000
0 22	2,640	0 22	2,640	0 20	2,400	0 22	2,640
0 20	60	0 20	60	0 18	54	0 20	60
0 15	255	0 15	255	0 09	153	0 10	170
0 12	5,760	0 12	5,760	0 15	7,200	0 16	7,680
0 10	3,400	0 10	3,400	0 14	4,760	0 15	5,100
0 08	520	0 08	520	0 07	455	0 08	520
0 08	24	0 08	24	0 08	24	0 08	24
0 07	308	0 07	308	0 10	440	0 11	484
20 00	1,080	20 00	1,080	20 00	1,080	22 00	1,188
20 00	20	20 00	20	35 00	35	38 00	38
0 08	4,800	0 08	4,800	0 10	6,000	0 10	6,000
0 06	732	0 06	732	0 06	732	0 07	854
0 30	90,000	0 30	90,000	0 25	75,000	0 25	75,000
6 00	73,200	6 00	73,200	30 00	366,000	.....	402,600
400 00	50,000	400 00	50,000	240 00	30,000	260 00	32,500
0 30	131,250	0 30	131,250	0 32	139,900	0 35	153,125
75 00	2,700	75 00	2,700	40 00	1,440	44 00	1,584
.....	2,612,565	.....	2,976,565	.....	2,626,613	.....	2,784,119

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Walsh & McCarron.			
			1st Column.		2nd Column.	
			Rate.	Amount.	Rate.	Amount.
			\$ cts.	\$	\$ cts.	\$
470	Acres.	Clearing.....pr. acre.	30 00	14,100	36 00	16,920
110	do	Close cutting.....do	18 00	1,980	21 60	2,376
80	do	Grubbing.....do	48 00	3,840	57 60	4,608
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush.....do	2,178 00	65,340	2,613 00	78,340
41,000	L. feet.	Fencing.....pr. l. ft.	0 08	3,280	0 09½	3,895
245,000	C. yards	Solid rock excavation.....pr. c. yd.	1 80	441,000	2 16	529,200
97,000	do	Loose do.....do	0 90	87,300	1 08	104,760
4,830,000	do	Earth excavation, including borrowing.....do	0 29	1,400,700	0 35	1,690,500
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo.).....do	0 39	81,900	0 46½	97,650
3,000	do	Off-take ditches, outside railway limits.....do	0 36	1,080	0 43½	1,297½
2,400	L. feet.	Under-drains.....pr. l. ft.	0 65	1,560	0 78	1,872
1,100	C. yards	Bridge masonry.....pr. c. yd.	14 40	15,840	17 28	19,008
600	do	Culvert masonry.....do	9 60	5,760	11 52	6,912
60	do	Paving.....do	3 60	216	4 32	259½
300	do	Concrete.....do	6 00	1,800	7 20	2,160
22,000	do	Cribwork in abutments and piers of bridges.....do	4 20	92,400	5 04	110,880
4,400	do	Rip-rap.....do	3 60	15,840	4 32	19,008
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.pr. l. ft.	32 00	16,640	38 40	19,968
3	Spans.	Bridge superstructure, timber, 100 ft. in clear.....pr. span.	4,800 00	14,400	5,760 00	17,280
8	do	Bridge superstructure, timber, 80 ft. in clear.....do	3,456 00	27,648	4,147 20	33,177½
14	do	Bridge superstructure, timber, 40 ft. in clear.....do	1,200 00	16,800	1,440 00	20,160
18,500	L. feet.	Piles driven, 12 in. by 12.....pr. l. ft.	0 36	6,660	0 43½	8,001½
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
14,000	do	16 in. by 12 in., white pine.....pr. l. ft.	0 36	5,040	0 43½	6,055
700	do	16 do 10 do.....do	0 36	252	0 43½	302½
400	do	14 do 12 do.....do	0 36	144	0 43½	173
100,000	do	12 do 12 do or tamarac. do	0 24	24,000	0 29	29,000
12,000	do	12 do 9 do do do do	0 18	2,160	0 23	2,760
300	do	12 do 8 do do do do	0 18	54	0 23	69
1,700	do	12 do 4 do do do do	0 12	204	0 14½	246½
48,000	do	9 do 8 do do do do	0 14	6,720	0 17½	8,280
34,000	do	9 do 6 do do do do	0 12	4,080	0 14½	4,930
6,500	do	9 do 4 do do do do	0 10	650	0 11½	747½
300	do	8 do 6 do do do do	0 10	30	0 11½	34½
4,400	do	8 in. flatted timber do do do	0 12	528	0 14½	638
54,000	Ft. B.M.	Pine or tamarac plank.....pr. M.	24 00	1,296	28 80	1,555½
1,000	do	Hardwood plank.....do	36 00	36	43 20	43½
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c.....pr. lb.	0 07	4,200	0 08½	5,250
12,200	do	Cast-iron.....do	0 05	610	0 05½	701½
300,000	No.	Ties.....pr. tie.	0 36	108,000	0 43½	129,750
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles.....pr. ton.	2 15	26,230	2 58	31,476
125	Miles.	Track-laying.....pr. mile.	270 00	33,750	324 00	40,500
437,500	C. yards	Ballasting.....pr. c. yd.	0 29	126,875	0 34½	150,937½
36	Sets.	Points and crossing.....pr. set.	18 00	648	21 60	777½
		<b>Total.....</b>		<b>2,661,591</b>		<b>3,202,459½</b>

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

Pitblado, Fraser & Grant.				Stevens, Turner, Burns & Co.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30 00	14,100			22 00	10,340		
50 00	5,500			35 00	3,850		
80 00	6,400			75 00	6,000		
1,500 00	45,000			400 00	12,000		
0 06	2,460			0 05	2,050		
2 00	490,000			1 80	441,000		
0 95	92,150			1 00	97,000		
0 30	1,449,000			0 30	1,449,000		
0 35	73,500			0 64	134,400		
0 50	1,500			0 35	1,050		
0 20	480			0 50	1,200		
12 00	13,200			12 00	13,200		
8 00	4,800			6 00	3,600		
4 00	240			6 00	360		
7 00	2,100			8 00	2,400		
3 50	77,000			4 50	99,000		
3 00	13,200			3 00	13,200		
42 00	21,840			16 00	8,320		
4,000 00	12,000			4,000 00	12,000		
3,200 00	25,600			2,800 00	22,400		
1,000 00	14,000			1,200 00	16,800		
0 30	5,400			0 40	7,400		
0 56	7,810			0 50	7,000		
0 56	392			0 40	280		
0 56	224			0 35	140		
0 40	40,000			0 30	30,000		
0 30	3,600			0 25	3,000		
0 30	90			0 25	75		
0 20	340			0 20	340		
0 15	7,200			0 20	9,600		
0 15	5,100			0 18	6,120		
0 15	975			0 18	1,170		
0 15	45			0 20	60		
0 12	528			0 20	880		
25 00	1,350			25 00	1,080		
25 00	25			50 00	50		
0 10	6,000			0 10	6,000		
0 08	976			0 07	854		
0 27	81,000			0 32	96,000		
1 50	18,300			7 00	85,400		
250 00	31,250			300 00	37,500		
0 28	122,500			0 37	161,875		
50 00	1,800			50 00	1,800		
	2,699,005				2,805,794		

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	H. C. O'Reilly.			
			1st Column.		2nd Column.	
			Rate.	Amount.	Rate.	Amount.
470	Acres.	Clearing.....pr. acre.	\$ 60 00	28,200	\$ 60 00	28,200
110	do	Close cutting.....do	70 00	7,700	70 00	7,700
80	do	Grubbing.....do	100 00	8,000	100 00	8,000
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush.....do	500 00	15,000	500 00	15,000
41,000	L. feet.	Fencing.....pr. l. ft.	0 15	6,150	0 15	6,150
245,000	C. yds.	Solid rock excavation.....pr. c. yd.	1 35	330,750	1 35	330,750
97,000	do	Loose do.....do	0 90	87,300	0 90	87,300
4,830,000	do	Earth excavation, including borrowing.....do	0 35	1,690,500	0 35	1,690,500
210,000	do	Earth borrowing with haul of 1 to 1½ miles. (See 20th clause of memo.).....do	0 40	84,000	0 40	84,000
3,000	do	Off-take ditches, outside railway limits.....do	0 60	1,800	0 60	1,800
2,400	L. feet.	Under-drains.....pr. l. ft.	0 30	720	0 30	720
1,100	C. yds.	Bridge masonry.....pr. c. yd.	11 00	12,100	11 00	12,100
600	do	Culvert masonry.....do	9 00	5,400	9 00	5,400
60	do	Paving.....do	6 00	360	6 00	360
300	do	Concrete.....do	6 00	1,800	6 00	1,800
22,000	do	Crib-work in abutments and piers of bridges.....do	2 00	44,000	2 00	44,000
4,400	do	Rip-rap.....do	2 00	8,800	2 00	8,800
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete, pr. l. ft.	2 00	1,040	2 00	1,040
3	Spans.	Bridge superstructure, timber, 100 ft. in clear.....pr. span.	7,000 00	21,000	7,000 00	21,000
8	do	Bridge superstructure, timber, 80 ft. in clear.....do	6,000 00	48,000	6,000 00	48,000
14	do	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. l. ft.	0 30	5,550	0 30	5,550
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>						
14, 00	do	16 in. by 12 in., white pine.....pr. l. ft.	0 30	4,200	0 30	4,200
700	do	16 do 10 do.....do	0 28	196	0 28	196
4 0	do	14 do 10 do.....do	0 20	80	0 20	80
100,000	do	12 do 12 do or tamarac.....do	0 30	30,000	0 30	30,000
12,000	do	12 do 9 do do do.....do	0 20	2,400	0 20	2,400
300	do	12 do 8 do do do.....do	0 25	75	0 25	75
1,700	do	12 do 4 do do do.....do	0 20	340	0 20	340
48,000	do	9 do 8 do do do.....do	0 10	4,800	0 10	4,800
34,000	do	9 do 6 do do do.....do	0 12	4,080	0 12	4,080
6,500	do	9 do 4 do do do.....do	0 10	650	0 10	650
300	do	8 do 6 do do do.....do	0 09	27	0 09	27
4,400	do	8 in. flattened timber do do.....do	0 06	264	0 06	264
54,000	Ft. B. M.	Pine or tamarac plank.....pr. M.	21 00	1,134	21 00	1,134
1,000	do	Hardwood plank.....do	25 00	25	25 00	25
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c.....pr. lb.	0 10	6,000	0 10	6,000
12,200	do	Cast-iron.....do	0 08	976	0 08	976
300,000	No.	Ties.....pr. tie.	0 20	60,000	0 20	60,000
12,200	Tons.	Carriage of rails and fastenings—average haul, 172 miles.....pr. ton.	10 00	122,000	10 00	122,000
125	Miles.	Track-laying.....pr. mile.	500 00	62,500	500 00	62,500
437,560	C. yds.	Ballasting.....pr. c. yd.	0 20	87,500	0 20	87,500
36	Sets.	Points and crossings.....pr. set.	50 00	1,800	50 00	1,800
Total.....				2,825,217		2,825,217

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

Hurlburt, Grennell & Campbell				Wm. Hendrie.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
		5 00	2,350	30 00	14,100	30 00	14,100
		25 00	2,750	30 00	3,300	30 00	3,300
		80 60	6,400	100 00	8,000	100 00	8,000
		1,000 00	30,000	1,000 00	30,000	1,000 00	30,000
		0 20	8,200	0 07	2,870	0 07	2,870
		1 70	416,500	2 25	552,250	2 30	563,500
		1 20	116,000	1 30	126,100	1 35	130,950
		0 35	1,690,500	0 33	1,592,900	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	0 40	1,200
		0 50	1,200	1 00	2,400	1 00	2,400
		10 00	11,000	15 00	16,500	15 00	16,500
		6 00	3,600	10 00	6,000	10 00	6,000
		4 00	240	5 00	300	5 00	300
		6 00	1,800	5 00	1,500	5 00	1,500
		3 00	66,000	3 00	66,000	3 50	77,000
		2 00	8,800	1 50	6,600	1 75	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	16,800	1,200 00	16,800	1,200 00	16,800
		0 25	4,625	0 50	9,250	0 50	9,250
		0 40	5,600	0 50	7,000	0 50	7,000
	3.	0 34	238	0 50	350	0 50	350
		0 30	120	0 50	200	0 50	200
		0 30	30,000	0 25	25,000	0 25	25,000
		0 28	3,360	0 25	3,000	0 25	3,000
		0 28	84	0 25	75	0 25	75
		0 18	306	0 25	425	0 25	425
		0 18	8,640	0 25	12,000	0 25	12,000
		0 18	6,120	0 25	8,500	0 25	8,500
		0 15	975	0 25	1,625	0 25	1,625
		0 15	45	0 25	75	0 25	75
		0 12	528	0 25	1,100	0 25	1,100
		25 00	1,350	30 00	1,620	30 00	1,620
		50 00	50	50 00	50	50 00	50
		0 10	6,000	0 10	6,000	0 10	6,000
		0 08	976	0 08	976	0 08	976
		0 30	90,000	0 30	90,000	0 30	90,000
		2 50	30,500	3 00	36,600	3 50	42,700
		300 00	37,500	400 00	50,000	400 00	50,000
		0 40	175,000	0 44	192,500	0 44	192,500
		0 50	1,800	25 00	900		900
			2,945,787		3,019,766		3,160,766

APPENDIX No. 41—Continued.—Tender for Works on Canadian Pacific Railway—

Approximate Quantities.		Description of Work.	Baird & McLean.			
			1st Column.		2nd Column.	
			Rate.	Amount.	Rate.	Amount.
			\$ cts.	\$	\$ cts.	\$
470	Acres.	Clearing..... pr acre.	25 00	11,750	25 00	11,750
110	do	Close cutting..... do	30 00	3,300	30 00	3,300
80	do	Grubbing..... do	60 00	4,800	60 00	4,800
30	do	Platform of logs across muskegs, average 16 inches deep, covered with brush..... do	1,500 00	45,000	1,500 00	45,000
41,000	L. feet.	Fencing..... pr. l. ft.	0 06	2,460	0 06	2,460
245,000	C. yds.	Solid rock excavation..... pr. c.yd.	2 60	637,000	2 75	673,750
97,000	do	Loose do..... do	1 00	97,000	1 25	121,250
4,830,000	do	Earth excavation, including borrowing..... do	0 33	1,593,900	0 36	1,738,800
210,000	do	Earth borrowing with haul of 1 to 1 1/4 miles. (See 20th clause of memo.)..... do	0 55	115,500	0 60	126,000
3,000	do	Off-take ditches, outside railway limits..... do	0 30	900	0 30	900
2,400	L. feet.	Under-drains..... pr. l. ft.	0 45	1,080	0 45	1,080
1,100	C. yds.	Bridge masonry..... pr. c.yd.	11 00	12,100	12 00	13,200
600	do	Culvert masonry..... do	12 00	7,200	12 00	7,200
60	do	Paving..... do	4 00	240	4 00	240
300	do	Concrete..... do	4 00	1,200	4 00	1,200
22,000	do	Crib-work in abutments and piers of bridges..... do	3 00	66,000	4 00	88,000
4,400	do	Rip-rap..... do	3 00	13,200	3 00	13,200
520	L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete. pr. l. ft.	25 00	13,000	25 00	13,000
3	Spans.	Bridge superstructure, timber, 100 ft. in clear..... pr. span.	4,000 00	12,000	4,500 00	13,500
8	do	Bridge superstructure, timber, 80 ft. in clear..... do	3,000 00	24,000	3,200 00	25,600
14	do	Bridge superstructure, timber, 40 ft. in clear..... do	1,200 00	16,800	1,300 00	18,200
18,500	L. feet.	Piles driven, 12 in. by 12..... pr. l. ft.	0 40	7,400	0 40	7,400
		<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>				
14,000	do	16 in. by 12 in., white pine..... pr. l. ft.	0 40	5,600	0 45	6,300
700	do	16 do 10 do..... do	0 35	245	0 35	245
400	do	14 do 12 do..... do	0 35	140	0 35	140
100,000	do	12 do 12 do or tamarac do	0 30	30,000	0 35	35,000
12,000	do	12 do 9 do do do .. do	0 25	3,000	0 25	3,000
300	do	12 do 8 do do do .. do	0 25	75	0 25	75
1,700	do	12 do 4 do do do .. do	0 20	340	0 20	340
48,000	do	9 do 8 do do do .. do	0 20	9,600	0 20	9,600
34,000	do	9 do 6 do do do .. do	0 20	6,800	0 20	6,800
6,500	do	9 do 4 do do do .. do	0 20	1,300	0 20	1,300
300	do	8 do 6 do do do .. do	0 20	60	0 20	60
4,400	do	8 in. flatted timber do do .. do	0 15	660	0 15	660
54,000	Ft. B. M.	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	25
60,000	Lbs.	Wrought iron, including bolts, spikes, straps, &c..... pr. lb.	0 11	6,600	0 11	6,600
12,200	do	Cast-iron..... do	0 10	1,220	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—average haul, 172 miles..... pr. ton.	6 00	73,200	6 50	79,300
125	Miles.	Track-laying..... pr. mile.	290 00	36,250	310 00	38,750
437,600	C. yds.	Ballasting..... pr. c. yd.	0 35	153,125	0 38	166,250
36	Sets.	Points and crossings..... pr. set.	30 00	1,080	30 00	1,080
		<b>Total.....</b>		<b>3,115,338</b>		<b>3,392,763</b>

English River to Eagle River, 118 miles—Schedule of Quantities and Prices—Continued.

Ferguson, Symmes, Mitchell & Co.				J. G. Grant & Co.			
1st Column.		2nd Column.		1st Column.		2nd Column.	
Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
25 00	11,750	26 25	12,337½				
40 00	4,400	42 00	4,620				
155 00	12,400	163 00	13,040				
4,356 00	130,680	4,575 00	137,250				
0 06	2,460	0 07	2,870				
2 15	526,750	2 26	553,700				
1 10	106,700	1 15	111,550				
0 34	1,642,200	0 36	1,738,800				
0 38	79,800	0 40	84,000				
0 30	900	0 32	960				
0 50	1,200	0 53	1,272				
12 00	13,200	12 50	13,750				
10 00	6,000	10 50	6,300				
8 00	480	8 50	510				
8 00	2,400	8 40	2,520				
5 00	110,000	5 25	115,500				
3 50	15,400	3 70	16,280				
25 00	13,000	25 00	13,000				
3,500 00	10,500	3,700 00	11,100				
2,500 00	20,000	2,600 00	20,800				
1,500 00	21,000	1,600 00	22,400				
0 45	8,325	0 48	8,880				
0 42	5,880	0 44	6,160				
0 42	294	0 44	308				
0 40	160	0 42	168				
0 35	35,000	0 37	37,000				
0 33	3,960	0 35	4,200				
0 33	99	0 35	105				
0 25	425	0 27	459				
0 25	12,000	0 26	12,480				
0 25	8,500	0 27	9,180				
0 22	1,430	0 23	1,495				
0 22	66	0 23	69				
0 17	748	0 18	792				
30 00	1,620	32 00	1,728				
30 00	30	32 00	32				
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				
0 41	179,375	0 43	188,125				
20 00	720	21 00	756				
	<b>3,190,294</b>		<b>3,366,488½</b>				

APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices.

Approximate Quantities.	Description of Work.	Morse, Nicholson & Marpole.				A. Laberge & Co. Irregular.			
		*1st Column.		†2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
250 Acres.	Clearing.....pr. acre.	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30 do	Close cutting.....do	20 00	5,000	20 00	5,000	20 00	5,000	20 00	5,000
150 do	Grubbing.....do	45 00	1,350	45 00	1,350	50 00	1,500	50 00	1,500
4 do	Platform of logs across muskegs, average 16in. deep, covered with brush.....do	45 00	7,500	50 00	7,500	70 00	10,500	70 00	10,500
5,000 L. feet.	Fencing.....do	2,500 00	10,000	2,800 00	11,200	1,000 00	4,000	1,000 00	4,000
900,000 U. yds.	Solid rock excavation—Line cuttings.....pr. l. ft.	0 06	300	0 06	300	0 15	750	0 15	750
426,000 do	Rock borrowing (see 19th clause of memo.).....pr. c. yd.	1 47	1,323,000	1 52	1,368,000	2 00	1,800,000	2 00	1,800,000
65,000 do	Loose rock excavation.....do	1 44	613,400	1 48	630,480	1 40	596,000	1 40	596,000
1,392,000 do	Earth excavation, ordinary (see 17th and 18th clauses of specification).....do	0 80	52,000	0 80	52,000	0 60	39,000	0 60	39,000
	Extra earth borrowing—special rates, to cover cost of long haul as well as excavation (see 20th clause of memo.), when haul exceeds one mile—	0 28	381,920	0 28	389,760	0 30	417,600	0 30	417,600
1,265,000 do	Between the 241st and 273rd miles.....do	0 33	417,450	0 33	417,450	0 25	316,250	0 25	316,250
386,000 do	do 273rd and 289th do.....do	0 32	123,200	0 32	123,200	0 25	96,250	0 25	96,250
250,000 do	do 293rd and 295th do.....do	0 30	75,000	0 30	75,000	0 25	62,500	0 25	62,500
12,000 do	Off-take ditches, outside railway limits.....do	0 30	3,600	0 30	3,600	0 25	3,000	0 25	3,000
4,800 L. feet.	Under-drains.....pr. l. ft.	0 59	2,400	0 50	2,400	0 30	1,440	0 30	1,440
1,450 do	Stream tunnels, through rock, 8 ft. diameter (2 c. yds. per lineal ft.).....do	20 00	25,000	20 00	25,000	15 00	18,750	15 00	18,750
150 do	Stream tunnels, through rock, 6 ft. diameter (1 c. yd. per lineal ft.).....do	15 00	2,250	15 00	2,250	10 00	1,500	10 00	1,500
1,800 C. yds.	Bridge masonry.....pr. c. yd.	14 00	25,200	15 00	27,000	16 00	28,800	16 00	28,800
3,400 do	Culvert masonry.....do	8 00	27,200	8 40	28,560	10 00	34,000	10 00	34,000
410 do	Paving.....do	6 00	2,460	6 00	2,460	5 00	2,050	5 00	2,050
200 do	Concrete.....do	4 00	800	4 00	800	6 00	1,200	6 00	1,200
1,300 do	Crib-work in abutments and piers of bridges.....do	2 75	3,575	2 85	3,705	6 50	8,450	6 50	8,450
7,100 do	Rip-rap.....do	2 25	15,975	2 37	16,827	2 00	14,200	2 00	14,200
660 L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.....pr. l. ft.	31 00	20,460	33 00	21,780	15 00	9,900	15 00	9,900

Spans. L. feet.	Bridge superstructure, timber, 100 ft. in clear.....pr. span Piles driven, 12 in. by 12 in. ....pr. l. ft.	4,000 00 0 30	8,000 4,000 00 8,400 0 30	8,000 5,000 00 8,400 0 60	10,000 16,800
<i>Square Timber in trestle-work, cutwaters, bridges, &amp;c.</i>					
14,000	16 inches by 12 inches, white pine.....pr. l. ft.	0 50	7,000	7,000	8,400
1,700	do 10 do do	0 41	697	697	850
5,300	do 16 do 9 do do	0 37	1,961	1,961	2,120
1,200	do 14 do 12 do do	0 43	516	516	600
142,000	do 12 do 12 do do or tamarac.....	0 37	52,540	52,540	63,900
8,000	do 12 do 9 do do	0 28	2,240	2,240	3,200
6,000	do 12 do 6 do do	0 17	1,020	1,020	1,800
1,300	do 12 do 4 do do	0 12	156	156	390
52,000	do 9 do 8 do do	0 17	8,840	8,840	15,600
84,000	do 9 do 6 do do	0 13	7,020	7,020	13,500
16,500	do 9 do 4 do do	0 12	1,860	1,860	3,100
300	do 8 do 6 do do	0 12	36	36	60
2,000	do 6 do 4 do do	0 10	200	200	300
2,000	do 8-inch flattened timber, do	0 10	200	200	300
66,000	Ft. B.M. Pine or tamarac plank..... per M.	25 00	1,400	1,400	2,240
2,000	do Hardwood plank..... do	40 00	80	80	200
103,000	Lbs. Wrought iron, including bolts, spikes, straps, &c. per lb.	0 10	10,300	10,300	12,380
40,000	do Cast iron..... do	0 69	3,600	3,600	4,000
168,000	No. Ties..... per tie.	0 20	33,600	33,600	42,000
6,800	Tons. Carriage of rails and fastenings—average haul 190 miles....	1 60	10,818	10,818	13,600
70	Miles. Track-laying.....	225 00	15,750	17,500	18,900
245,000	O. yds. Ballasting..... pr. c. yd.	0 28	68,600	73,500	85,750
20	Points and crossings..... per set.	20 00	400	400	800
Total.....		3,364,336	3,467,506	3,793,410	5,793,606

\* 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.

5 per cent. additional on \$3,793,410 if completed in 1881.





APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices.

Approximate Quantities.	Description of Work.	Fraser, Grant & Pitblado.				Manning, McDonell & Co.			
		1st Column.		2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
		\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
250	Clearing .....	25 00	6,250			20 00	5,000	25 00	6,250
30	Close cutting .....	35 00	1,050			25 00	750	30 00	900
150	Grubbing .....	75 00	11,250			60 00	9,000	65 00	9,750
4	Platform of logs across muskegs, average 16 in. deep, covered with brush.....	1,450 00	5,800			1,700 00	6,800	2,000 00	8,000
5,000	Fencing .....	0 06	300			0 06	300	0 06	300
900,000	Solid rock excavation—line cuttings .....	1 85	1,665,000			2 00	1,800,000	2 25	2,025,000
426,000	Rock borrowing (see 19th clause of memo.).....	2 00	852,000			1 50	639,000	1 50	639,000
65,000	Loose rock excavation.....	0 75	48,750			95 00	61,750	1 00	65,000
1,382,000	Earth excavation, ordinary (see 17th and 18th clauses of specification).....	0 31	431,520			0 33	459,360	0 36	501,520
	Extra earth borrowing—special rates, to cover cost of long haul as well as excavation (see 20th clause of memo.), when haul exceeds one mile—								
1,265,000	do Between the 241st and 273rd miles.....	0 37	468,050			0 40	505,000	0 40	508,000
385,000	do do 273rd and 289th do .....	0 35	134,750			0 38	146,300	0 38	146,300
250,000	do do 293rd and 295th do .....	0 33	82,500			0 35	87,500	0 35	87,500
12,000	do do (C-ft-take ditches, outside railway limits.....	0 50	6,000			0 30	3,600	0 30	3,600
4,800	Under-drains .....	0 40	1,920			0 35	1,650	0 38	1,824
1,250	do Steam tunnels, through rock, 8 ft. diameter (2 c. yds. per lineal foot).....	18 00	23,500			15 00	18,750	18 00	22,500
150	do Steam tunnels, through rock, 6 ft. diameter (1 c. yd. per lin. ft.).....	12 00	1,800			10 00	1,500	12 00	1,800
1,800	do Bridge masonry.....	11 00	19,800			14 00	25,200	16 00	28,800
3,400	do Culvert masonry.....	9 00	30,600			10 00	34,000	12 00	40,800
410	do Paving .....	6 00	2,460			12 00	4,920	14 00	5,740
200	do Concrete .....	6 00	1,200			10 00	2,000	12 00	2,400
1,300	do Crib-work in abutments and piers of bridges.....	4 00	5,200			3 00	3,900	3 50	4,550
7,100	do Rip-rap .....	3 00	21,300			2 00	14,200	2 25	15,975
600	do Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete .....	50 00	3,300			40 00	26,400	45 00	29,700

Spans. L. feet.	Bridge superstructure, timber, 100 ft. in clear ..... pr. span.	4,000 00	8,000	8,000	4,000 00	4,000 00	8,000	8,000	4,000 00	8,000	4,000 00	8,000	
	Piles driven, 12 in. by 12 in. .... pr. l. ft.	0 30	8,400	8,400	0 35	0 35	9,800	9,800	0 38	10,640	10,640	8,000	
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>													
14,000	16 inches by 12 inches, white pine..... pr. l. ft.	0 56	7,840	7,840	0 45	0 45	6,300	6,300	0 47	6,580	6,580	8,000	
1,700	do do 10 do .....	0 56	952	952	0 45	0 45	765	765	0 47	799	799	8,000	
5,300	do do 8 do .....	0 55	2,915	2,915	0 45	0 45	2,385	2,385	0 47	2,491	2,491	8,000	
1,200	do do 12 do .....	0 50	600	600	0 35	0 35	420	420	0 37	441	441	8,000	
142,000	do do 12 do do or tamarac.....	0 40	56,800	56,800	0 35	0 35	49,700	49,700	0 37	52,540	52,540	8,000	
8,000	do do 12 do 9 do do .....	0 35	2,800	2,800	0 23	0 23	1,840	1,840	0 25	2,000	2,000	8,000	
6,000	do do 12 do 6 do do .....	0 30	1,800	1,800	0 19	0 19	1,140	1,140	0 21	1,260	1,260	8,000	
1,300	do do 12 do 4 do do .....	0 20	260	260	0 19	0 19	247	247	0 21	273	273	8,000	
52,000	do do 9 do 8 do do .....	0 18	9,360	9,360	0 19	0 19	9,880	9,880	0 21	10,920	10,920	8,000	
54,000	do do 9 do 6 do do .....	0 16	8,640	8,640	0 18	0 18	9,720	9,720	0 20	10,800	10,800	8,000	
15,500	do do 9 do 4 do do .....	0 15	2,325	2,325	0 15	0 15	2,325	2,325	0 17	2,635	2,635	8,000	
300	do do 8 do 6 do do .....	0 15	43	43	0 17	0 17	51	51	0 19	57	57	8,000	
2,000	do do 6 do 4 do do .....	0 12	240	240	0 12	0 12	240	240	0 14	280	280	8,000	
2,000	do do 8-inch flatted timber, do do .....	0 15	300	300	0 17	0 17	300	300	0 18	360	360	8,000	
56,000	Pine or tamarac plank..... per M.	40 00	2,240	2,240	40 00	40 00	2,240	2,240	45 00	2,520	2,520	8,000	
2,000	do do Hardwood plank .....	40 00	80	80	60 00	60 00	120	120	65 00	130	130	8,000	
103,000	Lbs. Wrought iron, including bolts, spikes, &c. per lb.	0 10	10,300	10,300	0 12	0 12	13,360	13,360	0 13	13,390	13,390	8,000	
40,000	do do Cast iron..... do .....	0 09	3,600	3,600	0 10	0 10	4,000	4,000	0 12	4,800	4,800	8,000	
168,000	No. Ties .....	0 27	45,360	45,360	0 30	0 30	50,400	50,400	0 35	58,800	58,800	8,000	
6,800	Tons. Carriage of rails and fastenings—average haul	2 25	15,300	15,300	4 00	4 00	27,200	27,200	4 00	27,200	27,200	8,000	
70	Miles. Track-laying..... per ton.	250 00	17,500	17,500	200 00	200 00	14,000	14,000	200 00	14,000	14,000	8,000	
245,000	C. yds. Ballasting..... pr. mile.	0 29	71,050	71,050	0 35	0 35	85,750	85,750	0 35	85,750	85,750	8,000	
20	Sets. Points and crossings..... per set.	50 00	1,000	1,000	40 00	40 00	800	800	40 00	800	800	8,000	
Total.....											4,158,933	4,158,933	4,470,275

APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices—Continued.

Approximate Quantities.	Description of Work.	James Goodwin & Co.				Wardrop & Ross.			
		1st Column.		2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
250 Acres.	Clearing .....	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30 do	Close cutting .....	26 00	6,500	28 60	7,150	15 00	3,750	15 00	4,500
150 do	Grubbing .....	35 00	1,050	38 50	1,155	15 00	450	15 00	450
4 do	Platform of logs across muskegs, average 16 in. deep, covered with brush.....	80 00	12,000	88 00	13,200	100 00	15,000	100 00	15,000
5,000 L. feet.	Fencing .....	1,500 00	6,000	1,980 00	7,920	1,000 00	4,000	1,000 00	4,000
900,000 C. yds.	Solid rock excavation—line cuttings.....	0 06	0 300	0 07	350	0 03	150	0 03	150
426,000 do	Rock borrowing (see 19th clause of memo.).....	2 15	1,935,000	2 25	2,025,000	2 50	2,250,000	2 50	2,250,000
65,000 do	Loose rock excavation.....	1 62	69,120	1 80	766,800	1 60	681,000	1 60	681,000
1,392,000 do	Earth excavation, ordinary (see 17th and 18th clauses of specification).....	0 86	55,900	1 10	71,500	0 60	39,000	0 60	39,000
	Extra earth borrowing—special rates, to cover cost of long haul as well as excavation (see 20th clause of memo.), when haul exceeds one mile—	0 28	380,760	0 31	431,520	0 28	389,760	0 28	389,760
1,265,000 do	Between the 241st and 273rd miles.....	0 42	531,300	0 47	594,550	0 30	379,500	0 30	379,500
385,000 do.	do 273rd and 289th do .....	0 37	142,450	0 42	161,700	0 30	115,500	0 30	115,500
260,100 do	do 293rd and 295th do .....	0 33	82,500	0 37½	93,750	0 30	75,000	0 30	75,000
12,000 do	Off-take ditches, outside railway limits.....	0 30	3,600	0 33	3,960	0 30	2,400	0 30	2,400
4,800 L. feet.	Under-drains.....	0 15	720	0 16½	792	0 20	1,440	0 20	1,440
1,250 do	Stream tunnels, through rock, 8 ft. diameter (2 c. yds. per lineal foot).....	11 00	13,750	15 40	19,250	25 00	31,250	25 00	31,250
150 do	Stream tunnels, through rock, 6 ft. diameter, (1 c. yd. per lineal ft.).....	8 00	1,200	11 00	1,650	20 00	3,000	20 00	3,000
1,800 C. yds.	Bridge masonry.....	18 00	32,400	19 80	35,640	12 00	21,600	12 00	21,600
3,400 do	Culvert masonry.....	10 00	34,000	11 00	37,400	6 00	20,400	6 00	20,400
410 do	Paving.....	7 00	2,870	7 70	3,157	3 00	1,230	3 00	1,230
200 do	Concrete.....	8 00	1,600	8 80	1,760	7 00	1,400	7 00	1,400
1,300 do	Crab-work in abutments and piers of bridges.....	4 00	5,200	4 40	5,720	4 00	5,200	4 00	5,200
7,100 do	Rip-rap.....	2 00	14,200	2 20	15,620	3 00	21,300	3 00	21,300
660 L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.....	25 00	16,500	38 50	25,410	14 00	9,240	14 00	9,240

7 per cent. added to this column.

Spans, Bridge superstructure, timber, 100 ft. in clear... per span L. feet. Piles driven, 12 in. by 12 in.....per l. ft.	4,400 00 0 40	8,800 4,840 00 11,200 0 44	9,680 12,320	4,000 00 0 40	8,000 11,200	7 per cent. added to this column.
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>						
14,000 do 16 inches by 12 inches, white pine.....per l. ft.	0 65	9,100	10,010	0 50	7,000	
1,700 do 16 do 10 do do	0 62	1,050	1,166	0 45	765	
6,300 do 16 do 9 do do	0 60	3,180	3,498	0 40	2,120	
1,200 do 14 do 12 do do	0 50	600	660	0 50	600	
142,000 do 12 do 12 do do or tamarac....	0 40	56,800	65,320	0 30	42,600	
8,000 do 12 do 9 do do	0 39	3,120	3,440	0 30	2,400	
6,000 do 12 do 6 do do	0 30	1,800	3,440	0 30	2,400	
1,300 do 12 do 4 do do	0 25	325	357½	0 20	1,200	
52,000 do 9 do 8 do do	0 24	12,480	13,780	0 18	9,360	
54,000 do 9 do 6 do do	0 23	12,420	13,770	0 12	6,480	
15,000 do 9 do 4 do do	0 20	3,000	3,410	0 10	1,550	
200 do 8 do 6 do do	0 20	60	66	0 12	36	
2,000 do 6 do 4 do do	0 12	240	280	0 08	160	
2,000 do 8 inch flattened timber, do	0 22	440	500	0 10	206	
55,000 do Pine or tamarac plank.....per M.	40 00	2,240	2,464	30 00	1,680	
2,000 do Hardwood plank.....do	50 00	100	110	30 00	60	
103,000 Lbs. Wrought iron, including bolts, spikes, straps, &c. per lb.	0 12	12,360	16,995	8 00	8,240	
40,000 do Cast iron.....do	0 09	3,600	5,400	7 00	2,800	
168,000 do Ties.....do	0 35	58,800	73,920	0 25	42,000	
6,500 Tons. Carriage of rails and fastenings—average haul						
70 Mils. 150 miles.....per ton.	2 75	18,700	20,536	1 90	12,920	
245,000 C. yds. Track-laying.....pr. mile.	280 00	19,600	23,100	400 00	24,500	
20 Sets. Ballasting.....pr. c. yd.	0 38	93,100	107,800	0 35	85,750	
Points and crossings.....per set.	50 00	1,000	1,100	20 00	400	
Total.....		4,313,135	4,716,606½		4,347,847	4,652,197

APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices—Continued.

Approximate Quantities.	Description of Work.	F. B. McNamee & Co.				Joseph Whitehead.			
		1st Column.		2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
250 Acres.	Clearing.....pr. acre.	\$ 50 00	12,500	\$ 50 00	12,500	\$ 30 00	7,500	\$ 30 00	7,500
30 do	Close cutting.....do	60 00	1,800	60 00	1,800	50 00	1,500	50 00	1,500
150 do	Grubbing.....do	100 00	15,000	100 00	15,000	75 00	11,250	75 00	11,250
4 do	Platform of logs across muskegs, average 16in. deep, covered with brush.....do	400 00	1,600	400 00	1,600	500 00	2,000	500 00	2,000
5,000 L. feet.	Fencing.....pr. 1. ft.	0 15	750	0 15	750	0 06	300	0 06	300
900,000 C. yds.	Solid rock excavation—Line cuttings.....pr. c. yd.	2 00	1,800,000	2 50	2,250,000	2 25	2,025,000	2 30	2,070,000
426,000 do	Rock borrowing (see 19th clause of memo.).....do	2 00	852,000	2 50	1,065,000	2 00	852,000	2 05	873,300
65,000 do	Loose rock excavation.....do	1 00	65,000	1 00	65,000	1 25	81,250	1 25	81,250
1,392,000 do	Earth excavation, ordinary (see 17th and 18th clauses of specification).....do	0 35	487,200	0 40	556,800	0 32	445,440	0 34	473,280
	Extra earth borrowing—special rates, to cover cost of long haul as well as excavation (see 20th clause of memo.), when haul exceeds one mile—								
	Between the 241st and 273rd miles.....do	0 40	506,000	0 40	506,000	0 38	480,700	0 40	506,000
1,255,000 do	do 273rd and 299th do.....do	0 40	104,000	0 40	154,000	0 34	130,800	0 36	138,600
385,000 do	do 293rd and 295th do.....do	0 33	82,500	0 33	85,000	0 31	85,000	0 36	90,000
250,000 do	Off-take ditches, outside railway limits.....do	0 50	6,000	0 50	6,000	0 30	3,600	0 30	3,600
12,000 do	Under-drains.....pr. 1. ft.	0 50	2,400	0 50	2,400	0 50	2,400	0 50	2,400
4,800 L. feet.	Stream tunnels, through rock, 8 ft. diameter (2 c. yds. per lineal ft.).....do	15 00	18,750	15 00	18,750	16 00	20,000	17 00	21,250
1,250 do	Stream tunnels, through rock, 6 ft. diameter (1 c. yd. per lineal ft.).....do	9 00	1,350	9 00	1,350	14 00	2,100	14 00	2,100
150 do	Bridge masonry.....pr. c. yd.	11 00	19,800	11 00	19,800	16 00	28,800	17 00	30,600
1,800 C. yds.	Culvert masonry.....do	9 00	30,600	9 00	30,600	14 00	47,800	14 00	47,800
3,400 do	Paving.....do	5 00	2,050	5 00	2,050	6 00	2,460	6 00	2,460
410 do	Concrete.....do	6 00	1,200	6 00	1,200	6 00	1,200	6 00	1,200
200 do	Grib-work in abutments and piers of bridges.....do	1 50	1,950	1 50	1,950	5 00	6,500	5 00	6,500
1,300 do	Rip-rap.....do	2 00	14,200	2 00	14,200	2 50	17,750	2 50	17,750
7,100 L. feet.	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.....pr. 1. ft.	1 00	660	1 00	660	18 00	11,880	18 00	11,880

Spans. L. feet.	Bridge superstructure, timber, 100 ft. in clear.....pr. span.	6,000 00	12,000, 6,000 00	12,000, 3,000 00	6,000, 3,000 00	6,000
	Piles driven, 12 in. by 12 in.....pr. l. ft.	0 30.	8,400 0 30	8,400 0 40	11,200 0 40	11,200
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>						
14,000	do	16 inches by 12 inches, white pine.....pr. l. ft.	0 30	4,200	0 50	7,000
1,700	do	do	0 28	476	0 50	850
5,300	do	do	0 27	1,431	0 50	2,650
1,200	do	do	0 25	300	0 50	600
142,000	do	do or tamarac.....	0 26	36,920	0 35	49,700
8,000	do	do	0 22	1,760	0 30	2,400
6,000	do	do	0 20	1,200	0 25	1,500
1,300	do	do	0 15	195	0 20	260
52,000	do	do	0 12	6,240	0 18	9,360
54,000	do	do	0 10	5,400	0 18	9,720
15,500	do	do	0 08	1,240	0 18	2,790
300	do	do	0 08	24	0 18	54
2,000	do	do	0 08	160	0 18	360
2,000	do	do	0 07	140	0 12	240
56,000	do	do	20 00	1,120	30 00	1,680
2,000	do	do	20 00	40	40 00	80
103,000	do	do	0 08	8,240	0 13	13,390
40,000	do	do	0 06	2,400	0 10	4,000
168,000	do	do	0 30	50,400	0 30	50,400
6,800	Tons.	Garrison of rails and fastenings—average haul 190 miles.....	12 00	81,600	4 00	27,200
70	Miles.	Track-laying.....	400 00	28,000	290 00	21,000
245,000	C. yds.	Ballasting.....	0 30	73,500	0 40	98,000
20	Sets.	Points and crossings.....	75 00	1,500	10 00	200
<b>Total.....</b>			<b>4,404,196</b>	<b>5,136,796</b>	<b>4,587,061</b>	<b>4,722,954</b>

APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices—Continued.

Approximate Quantities.	Description of Work.	Ferguson, Symmes, Mitchell & Co.				Loss & McRae.			
		1st Column.		2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
250	Acres.	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30	do	25 00	6,250	26 25	6,562½	40 00	10,000	40 00	10,000
150	do	40 00	1,200	42 00	1,260	50 00	1,500	50 00	1,500
4	do	155 00	23,250	163 00	24,450	100 00	15,000	100 00	15,000
5,000	L. feet.	4,356 00	17,424	4,575 00	18,300	800 00	3,200	800 00	3,200
900,000	U. yds.	0 06	300	0 07	350	0 30	1,500	0 35	1,750
426,000	do	2 15	1,935,006	2 26	2,034,000	2 25	2,025,000	2 50	2,250,000
65,000	do	2 05	873,300	2 15	915,900	1 75	745,500	1 75	745,500
1,392,000	do	1 10	71,500	1 15	74,750	1 50	97,500	1 50	97,500
		0 34	473,280	0 36	501,120	0 30	417,600	0 35	487,200
1,265,000	do	0 44	556,600	0 46	581,900	0 40	506,000	0 45	569,250
385,000	do	0 39	150,150	0 41	157,850	0 40	154,000	0 40	154,000
250,000	do	0 38	95,000	0 40	100,000	0 35	87,500	0 40	100,000
12,000	do	0 30	3,600	0 32	3,840	0 25	3,000	0 35	4,200
4,800	L. feet.	0 56	2,400	0 53	2,544	0 75	3,600	1 00	4,800
1,250	do	18 00	22,500	19 00	23,750	12 00	15,000	14 00	17,500
150	do	10 00	1,500	10 50	1,575	8 00	1,200	9 00	1,350
1,800	C. yds.	12 00	21,600	12 50	22,500	20 00	36,000	22 00	39,600
3,400	do	18 00	34,000	10 50	35,700	12 00	40,800	14 00	47,600
410	do	8 00	3,280	8 50	3,485	4 00	1,640	4 00	1,640
200	do	8 00	1,600	8 40	1,680	10 00	2,000	10 00	2,000
1,300	do	5 00	6,500	5 25	6,825	4 00	5,200	5 00	6,500
7,100	do	3 50	24,850	3 70	26,270	2 00	14,200	2 00	14,200
680	L. feet.	25 00	16,500	25 00	16,500	5 00	3,300	5 00	3,300

Spans. L. feet.	Bridge superstructure, timber, 100 feet in clear.....pr. span.	3,500 00	7,000	3,700 00	7,400	6,000 00	12,000	6,000 00	12,000	6,000 00	12,000	6,000 00
28,000	Piles driven, 12 in. by 12 in. ....pr. l. ft.	0 45	12,800	0 48	13,440	1 50	42,000	1 50	42,000	1 50	42,000	1 50
<i>Square Timber in trellis-work, culverts, bridges, &amp;c.</i>												
14,000	16 inches by 12 inches, white pine.....pr. l. ft.	0 42	5,880	0 44	6,160	1 25	17,500	1 25	17,500	1 25	17,500	1 25
1,700	do do 10 do do	0 42	714	0 44	1,748	1 00	1,700	1 00	1,700	1 00	1,700	1 00
5,300	do do 9 do do	0 40	2,120	0 42	2,226	0 75	3,975	0 75	3,975	0 75	3,975	0 75
1,200	do do 12 do do	0 40	480	0 42	504	0 75	900	0 75	900	0 75	900	0 75
142,000	do do 12 do do or tamarac.....	0 35	49,700	0 37	52,540	0 70	99,400	0 70	99,400	0 70	99,400	0 70
8,000	do do 12 do 6 do do	0 33	2,640	0 35	2,800	0 60	4,800	0 60	4,800	0 60	4,800	0 60
6,000	do do 12 do 4 do do	0 25	1,500	0 26	1,560	0 40	2,400	0 40	2,400	0 40	2,400	0 40
1,300	do do 12 do 4 do do	0 25	325	0 27	351	0 25	325	0 25	325	0 25	325	0 25
52,000	do do 8 do do	0 25	13,000	0 26	13,520	0 20	10,400	0 20	10,400	0 20	10,400	0 20
54,000	do do 9 do do	0 25	13,500	0 27	14,580	0 20	10,800	0 20	10,800	0 20	10,800	0 20
15,500	do do 9 do 4 do do	0 22	3,410	0 23	3,565	0 18	2,790	0 18	2,790	0 18	2,790	0 18
300	do do 8 do 6 do do	0 22	66	0 23	69	0 18	54	0 18	54	0 18	54	0 18
2,000	do do 6 do 4 do do	0 20	400	0 21	420	0 15	300	0 15	300	0 15	300	0 15
2,000	do do 8-inch flattened timber do	0 20	400	0 21	420	0 15	300	0 15	300	0 15	300	0 15
56,000	Pine or tamarac plank.....do	0 17	340	0 18	360	0 15	300	0 15	300	0 15	300	0 15
2,000	do do Hardwood plank.....do	30 00	1,680	32 00	1,792	60 00	3,360	60 00	3,360	60 00	3,360	60 00
103,000	do do Wrought iron.....do	30 00	60	32 00	64	100 00	200	100 00	200	100 00	200	100 00
40,000	do do Cast iron.....do	0 13	13,390	0 13	13,390	0 20	20,600	0 20	20,600	0 20	20,600	0 20
168,000	do do Ties.....do	0 11	4,400	0 11	4,400	0 15	6,000	0 15	6,000	0 15	6,000	0 15
6,800	do do Carriage of rails and fastenings—average haul 190 miles.....do	0 35	58,800	0 37	62,160	0 50	84,000	0 50	84,000	0 50	84,000	0 50
70	Miles. Track-laying.....per ton.	4 00	27,200	4 25	28,900	16 00	108,800	20 00	108,800	20 00	108,800	20 00
245,000	C. yds. Ballasting.....pr. mile.	300 00	21,000	370 00	22,400	400 00	28,000	450 00	28,000	450 00	28,000	450 00
20	Sets. Points and crossings.....pr. c yd.	0 41	100,450	0 43	105,360	0 50	122,500	0 55	122,500	0 55	122,500	0 55
	do do do do.....per set.	20 00	400	21 00	420	60 00	1,200	75 00	1,200	75 00	1,200	75 00
	Total.....	4,682,639	4,920,230	4,774,544	5,213,544							

APPENDIX No. 42—Continued.—Tender for Works on Canadian Pacific Railway—Eagle River to Keewatin, 67 miles—  
Schedule of Quantities and Prices—Continued.

Approximate Quantities.	Description of Work.	Denis O'Brien.				Robert H. McGreevy.			
		1st Column.		2nd Column.		1st Column.		2nd Column.	
		Rate.	Amount.	Rate.	Amount.	Rate.	Amount.	Rate.	Amount.
250 Acres.	Clearing.....pr. acre.	\$ 60 00	15,000	\$ cts.	\$	\$ cts.	\$	\$ cts.	\$
30 do	Close cutting.....do	60 00	1,800	60 00	1,800	40 00	10,000	40 00	10,000
150 do	Grubbing.....do	100 00	15,000	100 00	15,000	175 00	26,250	175 00	26,250
4 do	Platform of logs across muskegs, average 16in. deep, covered with brush.....do	3,000 00	12,000	3,000 00	12,000	600 00	2,400	600 00	2,400
5,000 L. feet.	Fencing.....pr. l. ft.	0 12	600	0 12	600	0 15	750	0 15	750
900,000 C. yds.	Solid rock excavation—Line cuttings.....pr. c. yd.	2 00	1,800,000	2 00	1,800,000	2 40	2,160,000	2 40	2,160,000
426,000 do	Rock borrowing (see 19th clause of memo.).....do	2 25	958,500	2 25	958,500	2 00	852,000	2 00	852,000
65,000 do	Loose rock excavation.....do	0 50	32,500	0 50	32,500	0 80	52,000	0 80	52,000
1,392,000 do	Earth excavation, ordinary (see 17th and 18th clauses of specification).....do	0 35	487,200	0 35	487,200	0 32	445,440	0 32	445,440
	Extra earth borrowing—special rates, to cover cost of long haul as well as excavation (see 20th clause of memo.) when haul exceeds one mile—								
	Between the 21st and 273rd miles.....do	0 55	695,750	0 55	695,750	0 45	569,250	0 45	569,250
1,265,000 do	do 273rd and 289th do.....do	0 50	192,500	0 50	192,500	0 43	165,550	0 43	165,550
386,000 do	do 293rd and 296th do.....do	0 45	112,500	0 45	112,500	0 42	105,000	0 42	105,000
250,000 do	Off take ditches, outside railway limits.....do	0 50	6,000	0 50	6,000	0 20	2,400	0 20	2,400
12,000 do	Under-drains.....pr. l. ft.	2 00	9,600	2 00	9,600	0 50	2,400	0 50	2,400
4,800 L. feet.	Stream tunnels, through rock, 8 ft. diameter (2 c. yds. per lineal ft.).....do	30 00	37,500	30 00	37,500	12 00	15,000	12 00	15,000
1,220 do	Stream tunnels, through rock, 6 ft. diameter (1 c. yds. per lineal ft.).....do	20 00	3,000	20 00	3,000	7 50	1,125	7 50	1,125
150 do	Bridge masonry.....pr. c. yd.	15 00	27,000	15 00	27,000	16 00	28,800	16 00	28,800
1,800 C. yds.	Culvert masonry.....do	12 00	40,800	12 00	40,800	10 00	34,000	10 00	34,000
3,400 do	Paving.....do	4 00	1,640	4 00	1,640	4 00	1,640	4 00	1,640
410 do	Concrete.....do	8 00	1,600	8 00	1,600	10 00	2,060	10 00	2,060
200 do	Grip-work in abutments and piers of bridges.....do	3 00	3,900	3 00	3,900	10 00	13,000	10 00	13,000
1,300 do	Rip-rap.....do	1 00	7,100	1 00	7,100	4 00	28,400	4 00	28,400
7,100 do	Cast-iron pipes, 3 ft. diameter inside, 1 in. thick, laid in concrete.....pr. l. ft.	10 00	6,600	10 00	6,600	50 00	33,000	50 00	33,000
660 L. feet.									

Add 20 per cent. \$966,601.

Add 5 per cent.

Spans. L. feet.	Bridge superstructure, timber, 100 ft. in clear...pr. span. Piles driver, 12 in. by 12 in. ....pr. i. ft.	8,000 00 0 50	16,000 14,000	3,500 00 0 80	7,000 22,400
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>					
14,000	16 inches by 12 inches, white pine.....pr. l. ft.	0 50	7,000	0 30	4,200
1,700	do do 10 do do do do	0 50	850	0 30	510
5,300	do do 16 do do do do	0 50	2,650	0 25	1,325
1,200	do do 12 do do do do	0 50	600	0 25	300
142,000	do do 12 do do do do or tamarac.....	0 40	56,800	0 25	35,500
8,000	do do 13 do 9 do do do do	0 40	3,200	0 20	1,600
6,000	do do 12 do 6 do do do do	0 30	1,800	0 15	900
1,300	do do 12 do 4 do do do do	0 30	390	0 10	130
52,000	do do 9 do 8 do do do do	0 30	15,600	0 15	7,800
64,000	do do 9 do 6 do do do do	0 30	16,200	0 10	5,400
15,500	do do 8 do 4 do do do do	0 20	3,100	0 07	1,085
300	do do 8 do 6 do do do do	0 20	600	0 10	300
2,000	do do 6 do 4 do do do do	0 20	400	0 05	100
2,000	do do 8-inch flatted timber, do do	0 20	400	0 05	100
56,000	Ft. B.M. Pine or tamarac plank.....per M.	40 00	2,240	60 00	3,360
2,000	do Hardwood plank.....do	50 00	100	100 00	200
103,000	Lbs. Wrought iron, including bolts, spikes, straps, &c. per lb.	0 12	12,360	0 15	15,450
40,000	do Cast iron.....do do	0 10	4,000	0 06	2,400
168,000	No. Ties.....per tie.	0 30	50,400	0 20	33,600
6,500	Tons. Carriage of rails and fastenings—average haul 190 miles.....per ton.	1 50	10,200	4 50	30,600
70	Miles. Track-laying.....pr. mile.	200 00	14,000	300 00	21,000
245,000	O. yds. Ballasting.....pr. c. yd.	0 20	73,500	0 35	85,750
20	Sets. Points and crossings.....per set.	40 00	800	30 00	600
Total.....			4,774,740		4,833,005
					5,799,606

Add 20 per cent. \$966,601.

Add 5 per cent.



Spans. L. feet.	Bridge, superstructure, timber, 100 ft. in clear...pr. span. Piles driven, 12 in. by 12 in.....per l. ft.	5,600 00 0 60	11,000 16,800	4,000 00 0 25	8,000 7,000
<i>Square Timber in trestle-work, culverts, bridges, &amp;c.</i>					
14,000	16 inches by 12 inches, white pine.....per l. ft.	0 65	9,100	0 40	5,600
1,700	do do 10 do do	0 50	850	0 34	678
6,300	do do 9 do do	0 45	2,385	0 30	1,590
1,200	do do 12 do do	0 50	600	0 35	420
142,000	do do 12 do do or tamarac.....do	0 40	56,800	0 30	42,600
8,000	do do 12 do 9 do do do	0 30	2,400	0 28	2,240
6,000	do do 12 do 6 do do do	0 25	1,500	0 20	1,200
1,300	do do 12 do 4 do do do	0 25	375	0 18	234
52,000	do do 9 do 8 do do do	0 25	13,000	0 18	9,360
54,000	do do 9 do 6 do do do	0 25	13,500	0 18	9,720
15,000	do do 9 do 4 do do do	0 25	3,875	0 15	2,325
300	do do 6 do 6 do do do	0 25	75	0 15	45
2,000	do do 6 do 4 do do do	0 25	500	0 15	300
2,000	do do 8-inch flatted timber, do	0 20	400	0 12	240
56,000	Pine or tamarac plank.....per M.	40 00	2,240	25 00	1,400
2,000	do Hardwood plank.....do	70 00	140	50 00	100
103,000	Wrought iron, including bolts, spikes, straps, &c. per lb.	0 12	12,360	0 10	10,300
40,000	do Cast iron.....do	0 12	4,800	0 08	3,200
168,000	No. Ties.....per tie.	0 30	50,400	0 30	50,400
6,800	Tons. Carriage of rails and fastenings—average haul 130 miles.....per ton.	6 00	40,800	2 75	18,700
70	Miles. Track-laying.....pr. mile.	300 00	21,000	300 00	21,000
245,000	C. yds. Ballasting.....pr. c. yd.	0 50	122,500	0 40	98,000
20	Sets. Points and crossings.....per set.	60 00	1,200	50 00	1,000
Total.....		4,987,870			5,250,852

(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 County, 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. McDonald.....	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.....	4,350 00
6. Law Building and Manufacturing Company.....	4,395 00
7. David Smith.....	4,487 00

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## RETURN

(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.

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## 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.]

# RETURN

(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.

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

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## RETURN

(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.

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

## RETURN

(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, 1879  
and where lying.

Points betwe	Quantity.			
	Tons.	Cwt.	Qrs.	Lbs.
Halifax and Pictou, Truro and Amherst.....	1,141	14	0	12
Amherst and St. John.....	1,425	8	2	8
Moncton and Newcastle.....	41	14	3	8
Newcastle and Campbellton.....	17	14	1	24
Campbellton and St. Octave.....	84	18	0	24
St. Octave and Rivière du Loup.....	36	18	0	24
	2,748	8	1	16

E. &amp; 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.

Points between	Quantity.			
	Tons.	Cwt.	Qrs.	Lbs.
Halifax and Pictou, Truro and Amherst.....	1,914	19	2	16
Amherst and St. John.....	1,395	4	1	4
Moncton and Newcastle.....	161	4	2	16
Newcastle and Campbellton.....	3	16	1	0
Campbellton and St. Octave.....	5	10	0	0
St. Octave and Rivière du Loup.....	8	18	3	0
	3,489	13	2	8

## RECAPITULATION.

Good old iron rails.....	2,748	8	1	16
Scrap old iron rails.....	3,489	13	2	8
	6,238	1	3	24

E. &amp; O. E.

(Signed)

THOMAS FOOT,  
*Accountant.*  
D. POTTINGER.

"

MONCTON, N.B.

No. 2.

## INTERCOLONIAL RAILWAY.

STATEMENT shewing the names of the Companies to which quantities of Old Rails have been lent.

Date.	Quantity and Description.	Rate.	Amount.	Total.
<i>St. Martin's and Upham Railway.</i>				
1876.		\$ cts.	\$ cts.	\$ cts.
July .....	6,731 ft. old rails (60t. 1c. 3q. 24 lbs.) .....	20 00	1,201 96	
do .....	73,980 lbs. C. I. chairs, per 2,000 lbs. ....	20 00	739 80	
do .....	11,900 old spikes .....	0 00 $\frac{1}{2}$	178 50	
August .....	5,966 ft. old rails (53t. 5c. 5q. 12 lbs.) .....	20 00	1,085 36	
do .....	840 ft. do (7t. 10c.) .....	20 00	150 00	
do .....	2,840 C. I. chairs, 71,000 lbs., at \$20 per 2,000 lbs. ....		710 00	
do .....	1 iron railing frog .....		30 00	
September .....	5,880 ft. old rails (52t. 10c.) .....	20 00	1,050 00	
do .....	41,900 spikes .....	0 01 $\frac{1}{2}$	628 50	
October .....	28,696 ft. old rails (256t. 4c. 2q. 6 lbs.) .....	20 00	5,124 55	
November .....	12,300 side keys .....	10 00	123 00	
do .....	41,300 lbs. C. I. chairs. ....	20 00	413 00	
do .....	161,850 lbs. do .....	20 00	1,618 50	
do .....	21,200 side keys .....	10 00	212 00	
do .....	100,100 O. C. I. chairs .....	20 00	1,001 00	
do .....	142,200 do .....	20 00	1,422 20	
do .....	97,900 do .....	20 00	979 00	
do .....	6,230 old I. rails (55t. 12c. 2q.) .....	20 00	1,112 50	
do .....	29,930 do (267t. 4c. 2q. 12 lbs.) .....	20 00	5,344 62	
December .....	76,050 lbs. O. C. I. chairs .....	20 00	760 50	
do .....	169,100 C. I. chairs .....	20 00	1,671 00	
do .....	242t. 12c. 2q. 12 lbs. C. I. rails .....	20 00	4,852 61	
1877.				
January .....	91 5 10 10 do .....	20 00	1,825 09	
do .....	33,500 side keys .....		361 75	
April .....	185t. 15c. 2q. 4 lbs. C. I. rails .....	20 00	3,715 63	
do .....	502,050 C. I. chairs .....		5,020 50	
do .....	18,000 side keys .....	10 50	189 00	
July .....	76t. 0c. 3q. 16 lbs. C. I. rails .....	20 00	1,532 68	
do .....	94 5 0 20 do .....	20 00	1,885 18	
October .....	36,030 old spikes .....		360 30	
November .....	485t. 4c. 0q. 2 lbs. old I. rails .....	20 00	9,704 02	
do .....	219 2 0 6 do .....	20 00	4,382 14	
do .....	99 6 2 12 do .....	20 00	1,986 61	
do .....	34,300 lbs. fish plates .....		1,029 00	
do .....	4,377 do bolts and nuts .....		175 08	
do .....	22,480 lbs. fish plates .....		674 40	
do .....	365 scabbards .....		182 50	
do .....	1,560 lbs. fish plates .....		42 80	
do .....	397 do bolts and nuts .....		15 88	
do .....	107 cast chairs (2,675 lbs.) .....	0 01	26 75	
1878.				
November .....	431t. 1c. 2q. 12 lbs. old rails .....	20 00	8,621 61	
do .....	136 0 3 26 do old C. I. chairs .....	20 00	3,047 50	
December .....	2,825 scabbards .....	0 25	706 25	
do .....	54t. 19c. 12 lbs. old rails .....	20 00	1,099 11	
do .....	5,400 lbs. fish plates .....	0 02	108 00	
do .....	1,080 do bolts .....	0 03	32 40	

77,106 78

## 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.
<b>1876.</b>				
<i>Hillsboro' Branch.</i>				
		\$ cts.	\$ cts.	\$ cts.
August.....	114 C. I. chairs, 2,850 lbs., at \$20 per 2,000 lbs.....		28 50	
do .....	343 scabbards.....	60 00	205 80	
do .....	11,155 ft. old rails (97t. 2c. 0q. 18 lbs.).....	20 00	1,942 18	
December....	25,587 ft. do (205t. 6c. 2q. 18 lbs.).....	20 00	4,106 66	
<b>1877.</b>				
February....	778 scabbards.....		311 20	
do .....	1,372 lbs. C. I. chairs.....		18 72	
do .....	4 head clocks.....		2 40	
do .....	3 targets.....		9 00	
do .....	3 connecting-rods.....		3 75	
do .....	2t. iron rails, frogs.....		60 00	
				6,688 19
<b>1876.</b>				
<i>Steel Company of Canada.</i>				
January.....	11,945 ft. old rails (106t. 13c. 0q. 0 lbs.).....	20 00	2,133 00	
May.....	21,308 ft. do (190t. 5c. 0q. 10 lbs.).....	20 00	3,805 08	
June.....	15,978 ft. do (142t. 13c. 1q. 6 lbs.).....	20 00	2,853 30	
July.....	4,610 ft. do (41t. 3c. 0q. 24 lbs.).....	20 00	823 21	
do .....	195 prs. old fish-plates, 3,042 lbs.....	0 01½	45 63	
do .....	780 old bolts and nuts, 1,072 lbs.....	0 02	21 44	
<b>1877.</b>				
October.....	4 W. I. chairs.....	2 00	8 00	
do .....	113t. 15c. old rails.....	20 00	2,275 00	11,964 66
<b>1875.</b>				
<i>Chatham Branch.</i>				
November...	9,272 ft. old rails (82t. 15c. 2q. 24 lbs.).....	20 00	1,655 71	
do .....	2 wrought iron switch chairs.....	3 00	6 00	
do .....	150 lbs. rail spikes.....	0 03	4 50	
do .....	1 elastic frog.....		135 00	
December...	3,595 ft. old T rails (32t. 1c. 3q. 24 lbs.).....	20 00	641 96	
do .....	38,267 ft. old do (341t. 13c. 1q. 16 lbs.).....	20 00	6,833 39	
do .....	5 connecting-rods.....		10 00	
January.....	1,500 scabbards.....		1,020 00	
February....	Star Manufacturing Co., altering 411 scabbards.....	0 32	131 52	
do .....	6,342 ft. old rails (56t. 12c. 2q. 0 lbs.).....	20 00	1,132 50	
March.....	Star Manufacturing Co., altering two patterns of 411 rail scabbards.....	0 25	143 85	
April.....	Jas. Fisher, hauling spikes for Chatham Branch.....		5 00	
do .....	Star Manufacturing Co., altering the patterns of 447 rail scabbards.....	0 35	156 45	
do .....	9 lbs. bolts and nuts.....	6 00	0 70	
do .....	1 washer, 12, 1 target.....		6 12	
<b>1876.</b>				
April.....	1 lag screw.....		0 10	
do .....	11,989 ft. old rails (101t. 13c. 3q. 20 lbs.).....	20 00	2,033 93	
do .....	James Fisher, hauling 9 tons of spikes to Newcastle...		8 00	

## No. 2.

## INTERCOLONIAL RAILWAY.—Continued.

STATEMENT showing the names of the Companies to which quantities of Old Rails have been lent.—Continued.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1876.	<i>Chatham Branch.—Con.</i>	\$ cts.	\$ cts.	\$ cts.
May.....	Star Manufacturing Co., altering 1,822 scabbards from rail pattern.....	0 35	637 74	
do .....	Star Manufacturing Co., altering 500 scabbards from rail pattern.....	0 35	175 00	
do .....	Star Manufacturing Co., altering 2,322 scabbards.....	0 32	743 04	
do .....	19,871 ft. old rails (177t. 8c. 1q. 26 lbs.).....	20 00	3,548 48	
June.....	6,000 scabbards.....	0 67	402 00	
do .....	11,999 ft. old rails (107t. 2c. 2q. 20 lbs.).....	20 00	2,142 68	
July.....	73,260 O. C. I. chairs.....		732 60	
do .....	6,464 ft. old rails (57t. 14c. 1q. 4 lbs.).....	20 00	1,154 29	
November....	3,150 do 28 2 2 0 .....	20 00	562 00	
1877.				
September...	37 scabbards.....		18 50	
do .....	2 sets switch gear.....		30 00	
do .....	2 rail frogs.....		50 00	
October .....	5t. 4c. 1q. 24 lbs. old rails.....	20 00	104 47	
do .....	9 2 3 7 do .....	20 00	182 81	
do .....	25 scabbards.....		12 50	
do .....	2 switch frames .....		6 00	
do .....	2 connecting rods.....		3 00	
do .....	2 switch chairs.....		5 00	
do .....	500 C. I. chairs .....		6 00	
				24,439 84
1875.	<i>Elgin Branch Railway.</i>			
August.....	Track pay roll, Western Division, extra labor.....		12 60	
September...	do do labor.....		65 70	
do .....	12 spiking hammers.....	1 55	18 60	
do .....	12 claw bars .....	3 40	40 80	
do .....	6 track gauges.....	0 70	4 20	
do .....	1 iron rail frog .....		30 00	
do .....	64,124 ft. old rails (572t. 10c. 2q. 24 lbs.), at \$20 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 .....	63,680 lbs. old rail spikes.....	0 01½	955 20	
do .....	36,420 old S. keys, at \$5 M.....		182 10	
November....	51,995 ft. old rails (464t. 4c. 2q. 18 lbs.).....	20 00	9,284 91	
do .....	485,600 lbs. old cast iron chairs, at \$20 per 2,000 lbs.....		4,856 00	
December....	40,210 ft. old rails (359t. 1q. 0c. 12 lbs) at \$20 per 2,240 lbs.....		7,180 36	
do .....	322,860 lbs. C. I. chairs, at \$20 per 2,000 lbs.....		3,228 60	
do .....	17,989 side keys, at \$5 per M.....		89 94	
1876.				
February.....	20,000 joint keys.....	10 50	210 00	
				44,252 82

## No. 2.

INTERCOLONIAL RAILWAY.—*Concluded.*

STATEMENT showing the name of the Companies to which quantities of Old Rails have been lent.—*Concluded.*

## RECAPITULATION.

	\$	cts.
St. Martins and Upham Branch Railway.....	77,106	78
Hillsboro' Branch.....	6,688	19
Steel Company of Canada.....	11,964	68
Chatham Branch Railway.....	24,49	84
Elgin Branch.....	44,252	82
	164,452	29

E. &amp; 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.

**R E T U R N**

(170)

To an ORDER of the HOUSE OF COMMONS, 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.

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**R E T U R N**

(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.

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

## RETURN

(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.

I, JOHN BRUCE, Registrar of the Maritime Court of Ontario, certify that the following is a true return showing number of cases disposed of by the Maritime Court of Ontario, to the 1st day of March, in the year of our Lord 1879, with amounts adjudged in each case, the amount of fees received by the Registrar in each case; also, the amounts for which the vessels were appraised in each case, and the amount they brought on sale.

Number.	Name of Vessel.	Plaintiff.	Defendant.	Decree.	Fees.		Appraisal.	Amount of Sale.	Remarks.
					Revenue.	Registrar.			
2	Belle Sheridan	James Heasley	Undefended	\$129 00	6 00	29 40	\$ cts.	\$ cts.	
3	do	L. Kelly, et al.	do	242 00	4 50	6 35	900 00	920 00	Sold in No. 2.
4	Parker	George Seitz	do	Referred to Registrar; reference not gone on with.					
5	do	Thos. Adair	do	do	4 50	12 80			Sold in No. 10.
6	do	S. F. Hodge	do	do	2 50	2 95			do
7	do	Wm. M. Welch	do	do	4 00	5 00			do
8	do	John S. Quinn	do	do	2 00	0 90			do
10	do	Thos. Thompson	do	do	2 00	1 00			do
12	Belle Sheridan	Hann & Mathews	do	Claim disallowed with costs to plaintiff	5 50	23 30	5,500 00	700 00	Sold in No. 2.
13	do	John Mathews	do	\$27 57	2 50	3 60			do
14	do	E. Armstrong	do	15 00	2 00	1 40			do
15	do	C. H. Carter	do	29 00	2 00	0 70			do
16	Minnie Rice	Thos. Welbanks, et al	do	38 00	2 00	0 70			do
17	Belle Sheridan	Samuel Hopkins	R. Leeson	110 00	9 00	26 75			Not sold.
18	do	Sylvester, et al	Undefended	34 00	2 00	0 80			Sold in No. 2.
19	Trenton	Swain, et al	do	20 00	2 00	0 90			do
21	Jessie L. McEdward.	L. S. Oille	Bramley, et al	Petition dismissed.	6 50	19 30	1,500 00	1,500 00	Sold in No. 10.
26	Parker	Sarah Horn	do	\$283 16	4 50	7 80			Sold in No. 2.
28	Belle Sheridan	D. C. Baker	do	350 00	5 00	13 65			do
29	do	Mellon & Julian	do	88 20	2 00	0 90			do
30	do	D. McKinnon	do	16 00	2 00	0 80			do
35	Jessie L. McEdward.	L. S. Oille	do	20 00	2 00	0 80			do
36	Belle Sheridan	P. Burns	Henry Carlyle	1,216 84	3 50	8 65			Sold in No. 21.
42	Edward Blake	John Thompson	Undefended	116 00	2 00	1 00			Sold in No. 2.
47	Jessie L. McEdward.	John Burrow	F. L. St. John	1,247 73	7 00	14 00			\$1,247.73 paid into Court by mortgagees.
48	do	Burrow, et al.	Undefended	1,875 00	2 00	0 80			Sold in No. 21.
49	Princess Alexandra.	Alex. McLeod	do	895 91	6 00	25 55	500 00	700 00	do

60	Parker.....	do	Claim disallowed without costs.....	4 00	4 90	.....	Sold in No. 10.
59	Princess Alexandra..	do	\$230 00.....	2 00	3 95	.....	Sold in No. 49.
68	Pictou.....	Smith, et al.....	Decree for plaintiffs; damage to be assessed by Registrar	9 00	26 45	.....	Not sold.
69	Nrnsdale.....	Wm. Pearce..	Petition dismissed without costs.....	7 00	25 95	.....	do
70	Canadian ..	Undefended ..	Referred to Registrar; refer- ence not gone on with.....	6 00	31 80	2,546 00	1,140 00
72	Parker ..	Alex. Crawford.....	\$60 47 ..	2 00	0 95	.....	Sold in No. 10.
73	Canadian ..	John Stewart, et al.....	\$69 00 ..	2 00	1 70	.....	Sold in No. 70.
74	Princess Alexandra..	W. H. Carter.....	187 74 ..	4 00	6 80	.....	Sold in No. 49.
76	Canadian ..	F. P. McGreevy.....	161 25 ..	2 00	1 85	.....	Sold in No. 70.
77	Lothair ..	John Francomb.....	.....	3 00	7 65	.....	Money paid into Court by owner, in satisfac- tion of plaintiff's claim.
79	Philo Scovill..	G. F. Harper ..	416 75 ..	2 50	8 80	.....	Sold in No. 81.
80	do	N. G. Penfound.....	174 00 ..	2 00	3 05	.....	do
81	do	John Kelderhouse ..	737 00 ..	5 00	20 95	2,000 00	820 00
88	Canadian ..	Scott & Wainsley ..	667 33 ..	6 00	16 25	.....	Sold in No. 70.
92	Lake Breeze ..	Joseph Neveux. ....	57 04 ..	2 50	7 60	.....	\$99.75 paid into Court to satisfy plaintiff's claim and costs.
95	Canadian ..	Mrs. Ward.....	In No. 73 ..	2 00	2 35	.....	Money paid in to procure release by owner, and paid out to plaintiffs, under order of Court.
98	Zealand ..	.....	\$6 32 ..	3 00	5 75	.....	Money paid into Court by mortgagees.
117	Eureka.....	W. C. E. Tarleton ..	Order to pay out \$10.58.....	3 00	14 50	.....	do
120	do	E. A. Sharp ..	\$19 94 ..	2 50	3 40	.....	do
125	do	Robt. Campbell.....	52 95 ..	3 00	5 60	.....	do

Two vessels, the "Gladiator" and "Kate Moffatt," were sold before the 1st day of March, but the cases in Court have not been disposed of. The former was appraised at \$2,000, and sold for \$5,300; the latter for \$4,000, and sold for \$3,100.

JOHN BRUCE,  
Registrar.

May 1st, 1879.

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## RETURN

(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.

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## 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.

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

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## RETURN

(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.]*

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CARILLON, Q., 11th September, 1877.

SIR,—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, viz. : 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 Messrs. Shanly and Keefer to examine the plans in his 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.

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 dam, 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 unforeseen 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.

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 THE OTTAWA RIVER IMPROVEMENTS.
 

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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 thicknesses 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 sills 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 unforeseen 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 certainly 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 subsequent 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, and 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 few 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 rafts 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 discrepancies 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 work.

(Signed) SAMUEL KEEFER.

BROCKVILLE, 4th September, 1877.

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## RETURN

(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, 1878, 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.

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.

Date.	Name and Residence.	Service.	Paid or recommended for payment.	Under Consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
Nov. 6, 1874	James Bethune, Q.C., Toronto.....	Various matters.....	132 97		
May 22, 1874	do	Re Elliott & O'Connor.....	25 51		
July 10, 1874	do	Re Dickey & Ginty.....	104 07		
Jan. 1875	do	Re Manning's contract.....	70 34		
June 29, 1875	do	Payments into court (W.C.E.).....	817 89		
Jan. 28, 1876	do	Re Lemon (W.C.E.).....	105 05		
Sep. 14, 1876	do	Various matters.....	440 53		
May, 1877	do	do	710 74		
Feb. 19, 1879	do	do	184 04		
March, 1878	do	do	1,228 42		
Apl. 14, 1875	do	Regina vs. Henry Wells.....	15 93		
Sep. 17, 1875	do	Robertson vs. Hall <i>et al.</i> , and Attorney-General.....	118 40		
Jan. 22, 1879	do	Poulin vs Lee <i>et al.</i> .....	133 06		
Mar. 31, 1879	do	do (re-hearing).....	44 40		
Jan. 30, 1879	do	Re Atlantic Insurance Co.....		112 10	
Feb. 19, 1875	C. W. Weldon, Q.C., St. John.....	Purchase of site for Arseneau Lighthouse.....	29 76		4,243 45
Nov. 10, 1875	do	Intercolonial damages (Re O'Leary).....	25 00		
July, 1875	do	Beaver Harbour, Spruce Point and Marks' Point Light- houses.....	123 79		
do 7, 1875	do	Regina vs. Cogswell.....	57 08		
June 26, 1875	do	Miscou Island Lighthouse.....	32 50		
April 6, 1875	do	Re Shediac Breakwater.....	41 12		
do 6, 1875	do	Cape Spencer Lighthouse.....	84 40		
Feb. 3, 1875	do	Intercolonial damages (Re McMahon).....	25 00		
Jan. 31, 1876	do	Various matters.....	514 80		
do 29, 1877	do	St. John Water Commissioners vs. Evans.....	24 00		
Mar. 31, 1879	do	Re Milner.....	1,498 80		
Apl. 30, 1879	do	Various matters.....	2,370 91		4,827 68
Apl. 17, 1875	W. H. R. Allison, Picton, Ont.....	Re Presqu'le Point.....	50 00		
Feb. 7, 1877	do	Point Pleasant Lighthouse.....	14 38		
May 13, 1875	do	Telegraph Island Lighthouse ..	18 50		
do 13, 1875	do	Re Presqu'le Point.....	316 28		
Oct. 3, 1877	do	Salmon Point Lighthouse.....	14 10		412 26
Dec. 23, 1875	H. P. O'Connor, Walkerton, Ont.....	Re Chambly Island.....	56 62		
do 15, 1876	do	Re Goderich Harbour.....	76 60		133 22
Apr. 29, 1875	J. M. Currie, St. Catherines.....	Welland Canal enlargement purchases.....	492 02		
June 29, 1875	do	do do	200 00		
July, 1878	do	do do	182 75		
do 1878	do	do do	112 00		
Nov. 6, 1878	do	do do	145 92		

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

Date.	Name and Residence.	Service.	Paid or recommended for payment.	Under consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
Jan. 30, 1879	J. M. Currie, St. Catharines...	Welland Canal Enlargement: purchases.....	148 83		
Feb. 7, 1879	do	do do	44 36		
Mar. 28, 1879	do	do do	163 32		
April, 1879	do	do do	4 36		
Jan. 29, 1875	do	Re Tuttle, Date & Co.....	11 10		
July 27, 1875	do	Re Dewhurst.....	10 00		
Feb. 22, 1879	do	Two payments into Court (W.C.E.).....	342 50		1,857 16
Feb. 1, 1876	Hon. J. G. Currie, St. Catharines....	Welland Canal Enlargement: purchases.....	340 68		
May 5, 1876	do	do do	511 29		
Sept. 12, 1876	do	do do	419 53		
Dec. 22, 1876	do	do do	359 62		
July 9, 1877	do	do do	131 29		
do 26, 1877	do	do do	33 71		
Dec. 4, 1877	do	do do	148 36		
Jan., 1878	do	do do	220 61		
Feb. 14, 1878	do	do do	36 44		
do 18, 1878	do	do do	151 95		
Mar. 4, 1878	do	do do	35 59		
do 11, 1878	do	do do	38 70		
do 10, 1878	do	do do	72 48		
May, 1878	do	do do	84 15		
July, 1878	do	do do	40 09		
June 18, 1877	do	Regina vs. Anderson.....	25 00		2,649 49
June 2, 1874	B. M. Britton, Q.C., Kingston.....	Ottawa Post Office: Cameron & Mudie's contract.....	29 30		
Aug. 3, 1874	do	Eagle Lake damages (re Montgomery).....	23 12		
May 18, 1875	do	Rideau Canal damages.....	20 95		
Feb. 9, 1876	do	do do	43 09		
do 9, 1876	do	Regina vs. Stevenson.....	16 50		
Aug. 9, 1877	do	Rideau Canal damages.....	11 48		
June, 1877	do	Irving's contract: Military College.....	16 26		
Nov. 15, 1877	do	Re Gage.....	10 00		
Jan. 21, 1878	do	Rideau Canal damages.....	16 21		
Mar. 3, 1879	do	do do	34 84		
do 1879	do	do do	95 31		317 06
July 7, 1874	V. P. W. Dorion, Montreal.....	Ottawa Post Office: Champlain's contract.....	35 00		
..... 1875	do	Re St. Maurice River Works...	75 50		
Aug. 12, 1874	do	St. Vincent de Paul Penitentiary: Cleddinning's contract.....	20 00		
Dec. 27, 1874	do	Re Crystal Palace, Montreal...	894 00		
May, 1875	do	Re Immigrant Sheds, Montreal	43 40		
April 19, 1875	do	Lachine Canal: Worthington's contract.....	36 00		
Dec. 3, 1875	do	Welland Canal: Carroll's contract.....	9 00		1,112 90

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

Date.	Name and Residence.	Service.	Paid or recommended for payment.	Under consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
July 3, 1874	Hon. H. W. Smith, Halifax.....	Re Evans' dredge.....	154 00		
do 3, 1874	do .....	Regina vs. Windsor and Annapolis Railway .....	21 34		
do 3, 1874	do .....	Re Spectacle Island Lighthouse.....	35 00		
do 3, 1874	do .....	Sand Point Lighthouse.....	30 00		
April 8, 1875	do .....	Public Buildings, Pictou: Smith & Dodge's contract.....	45 00		
do 8, 1875	do .....	Re Almon & McIntosh.....	10 00		
					295 34
July 14, 1875	Smith & McCoy, Halifax.....	Re Alexander estate .....	58 00		
..... 1875	do .....	Intercolonial Railway: purchases for right of way.....	539 21		
..... 1876	do .....	do do .....	1,154 55		
July, 1875	do .....	Various matters.....	184 00		
					1,935 76
April 10, 1877	W. F. McCoy, Halifax.....	Various matters.....	3,137 18		
July 20, 1874	Donald Guthrie, Guelph .....	Stony Mountain Penitentiary: Morrison & Barclay's contract.....	32 24		
					3,169 42
Sept., 1875	F. E. Cornish, Winnipeg.....	Various matters.....	145 79		
Feb. 12, 1877	do .....	Cypress Hill massacre .....	450 01		
					595 80
Nov. 5, 1875	John Gleason, Rimouski.....	Intercolonial Railway: Purchase of right of way .....	161 50		
do 29, 1875	do .....	Postmaster-General vs. Miller .....	25 00		
May 4, 1876	do .....	Little Métis Lighthouse.....	25 00		
Mar. 10, 1877	do .....	Postmaster-General vs. Dion.....	399 65		
Oct. 11, 1877	do .....	Intercolonial Railway: Purchase of right of way .....	40 00		
1875 .....	do .....	Postmaster-General vs. St. Pierre.....	50 00		
					701 15
1875-78.....	Euclide Roy, Montreal .....	Prosecutions for sale of liquor to Caughnawaga Indians.....	709 00		
July 17, 1878	do .....	Prosecution under Fisheries Act.....	20 00		
Dec. 10, 1878	do .....	Four prosecutions under Weights and Measures Act.....	80 00		
					809 00
Jan. 12, 1875	Hon. A. N. Richards, Victoria, B.C.....	Pacific Telegraph: Barnard's Contract .....	170 00		
Nov. 6, 1876	do .....	Attorney-General vs. Bank of B.C.....	200 00		
					370 00
Dec. 29, 1874	B. Devlin, Q.C., Montreal .....	Re Crystal Palace, Montreal .....	500 00		
do 29, 1874	J. A. Perkins, Montreal .....	do do .....	230 00		

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

Date.	Name and Residence.	Service.	Paid or recommended for payment.		Under Consideration.	Total.
			\$	cts.		
Dec. 29, 1874	Jos. Doutre, Q.C., Montreal	Re Crystal Palace, Montreal	200	50		
April 9, 1875	W. H. Walker, Ottawa	Re steamer "Maggie Bell"	10	00		
do 13, 1875	Walker, Cassells & Pennock, Ottawa	Attorney-General vs. Steers	71	94		
	A. F. McIntyre, Ottawa	Murray vs. Regina : Amount of bill ... \$1,192 86 Less witness fees and other large disbursements ... 278 40		914 46		1,012 44
	do	Jones vs. Regina : Bill ... \$1,129 70 Less witness fees, &c. ... 248 45		881 25		
	do	Bertrand vs. Regina : Bill ... \$2,002 95 Less witness fees, &c 807 00		1,195 95		
	do	Berlinquet vs Regina : Bill ... \$6,340 44 Less witness fees, &c 4,489 56		1,860 88		
	do	Starr vs. Regina : Bill ... \$1,079 51 Less witness fees, &c 455 15		624 36		
	do	Isbester vs Regina : Bill ... \$327 38 Less witness fees, &c 58 00		269 38		
	do	Regina vs Steers		528 17		
	do	do I. B. Taylor		24 81		
	do	Ottawa P.O re Egan		13 72		
	do	Regina vs McGillivray		8 00		
	do	P. M. G. vs. Shaw		115 82		
	do	do Robinson		259 28		
April 12, 1879	do	Murray vs Regina, arbitration		433 82		7,129 90
Mar. 15, 1877	T. C. Hill, North Sydney	Regina vs Campbell	214	71		
June 16, 1875	do	do	100	00		314 71
April, 1875	E. A. Brassard, Sorel	Halfway Point Lighthouse	18	87		
May 24, 1876	do	Isle Lapierre do	137	65		
Dec. 5, 1876	do	do do	93	00		249 52
Sept. 17, 1877	E. J. Flynn, Quebec	Cape Despair Lighthouse	108	01		
June 26, 1876	do	do Gaspé do	55	55		
April 27, 1877	do	do Chatte do	60	00		
March, 1878	do	do Magdalen River do	57	00		280 56

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys. &c.—Continued.

Date.	Name and Residence.	Service.	Paid or recommended for payment.		Under consideration.		Total.
			\$	cts.	\$	cts.	
Feb. 1, 1875	J. Y. Elwood, God- erich,.....	Bayfield Harbor (re McEwan)	10	00			10 00
Nov. 2, 1875	A. U. Churland, St. John's, Q.....	Re Silverman .....	24	40			
Aug. 20, 1878	do .....	St. John's Custom House & P.O.	32	00			
Jan. 31, 1876	do .....	Chambly Canal (Lease to Pierce) .....	10	00			
Sept. 4, 1876	do .....	Ash Island Lighthouse .....	35	00			101 40
Dec. 28, 1874	W. H. Radenhurst, Perth.....	Rideau Canal damages.....	602	51			
Oct., 1878	do .....	do .....	10	31			
June 22, 1876	do .....	do .....	13	58			
Jan. 31, 1878	do .....	do .....	63	83			690 23
Sept. 2, 1875	Hon. L. H. Davies, Charlottetown.....	Riley vs Nash .....	21	50			
Nov. 20, 1875	do .....	Marine Hospital, Souris .....	24	00			45 50
Oct., 1875	R. L. Weatherbee, Q.C., Halifax.....	New Brunswick Railway Arbi- tration.....	579	95			
do 1, 1875	do .....	Regina vs. Macdonnell, late Collector of Customs, Halifax	200	00			
Sept. 7, 1877	do .....	Regina vs. White et al .....	23	00			
May 29, 1878	do .....	Land purchase from Sproule.....	30	00			
do 18, 1878	do .....	Starr & DeWolf vs. Regina, and Jones vs Regina—payment on account .....	400	00			
do 22, 1878	do .....	Regina vs Cuddiler.....	94	07			
Aug. 20, 1878	do .....	McNair's Cove Breakwater.....	12	50			
Nov. 15, 1878	do .....	Regina vs. Webster.....	20	00			
.....	do .....	Various bills under considera- tion .....				1,359	52
.....	do .....	do .....				428	57
.....	do .....	do .....				95	70
.....	do .....	Balance claimed by Mr. Wea- therbe in Starr vs. Regina, and Jones vs Regina.....				500	00
Feb. 13, 1887	Theodore Desbrisay, Bathurst.....	Four purchases for stations and sand-pits, Intercolonial R'y..	184	40			2,383 79
April 4, 1877	A. Geoffrion, Montreal .....	Re Stuart frauds .....	27	00			184 40
do 6, 1877	do .....	Various matters .....	971	00			
do 9, 1877	do .....	do .....	167	00			
April 22, 1879	do .....	Yuile et al. vs. Simpson.....	489	76			1,654 76
June 30, 1876	John Farley, St. Thomas.....	Malahide Drill Shed.....	18	23	18	23	
Nov. 13, 1876	H. F. Rainville, (Montreal) .....	Various matters .....	147	00			
Dec. 4, 1875	do .....	Lachine Canal (McNamee's contract).....	34	00			181 00

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—Continued.

Date.	Name and Residence.	Service.	Paid or recommended to be paid.	Under consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
Dec. 4, 1875	H. F. & H. B. Rainville.....	Lachine Canal (McNamee's contract) .....	24 75		24 75
do 4, 1875	H. B. Rainville.....	do do .....	112 75		112 75
June 3, 1876	H. W. Peterson, Guelph.....	Guelph Custom's House and Post Office.....	44 25		
do 14, 1876	do .....	Regina vs. Dowitt.....	47 00		
Dec. 5, 1876	do .....	Guelph Gun Shed.....	11 00		
June 4, 1877	do .....	Illicit still cases (4) .....	105 00		
do 23, 1877	do .....	Coll. of Customs vs. Ducaise .....	16 98		224 23
do 30, 1877	E. Robinson, Chatham	Regina vs. Taylor: Steamboat Inspector's Account.....	56 00		
Aug. 7, 1878	* W. W. Robertson, Montreal .....	Oniakouton vs. Kataioutie.....	224 40		
Nov. 1, 1877	do .....	Advance on account, Lachine Canal enlargement purchases .....	2,000 00		
March 6, 1878	do .....	Various bills under consideration.....		893 75	
Feb. 22, 1877	John M. Hamilton, Sault Ste. Marie .....	Shaftsbury Lighthouse .....	23 20		3,118 15
1877-78.....	P. J. Brown, Ingersoll.....	Purchases of lots, at Fort William, for Canada Pacific Ry. .....	2,646 70		
Dec. 31, 1877	F. Fenton, Toronto..	do do .....	223 75		2,893 65
Jan. 20, 1877	Charles McFayden, Owen Sound.....	Miller vs. Plummer .....	10 00		
do 22, 1877	do .....	Owen Sound Drill Shed .....	30 00		40 00
Nov. 26, 1876	Jas. Gowans, Sarnia	Regina vs. Robert, Steamboat Inspection Act .....	133 66		
Feb. 10, 1877	R. Hutchinson, Richibucto.....	Purchases of land at Richib'cto .....	50 00		183 66
Jan. 1877	F. Langelier, Q. C., Quebec.....	Various matters.....	153 80		
Feb. 13, 1877	do .....	do .....	1,093 00		
Oct. 3, 1878	do .....	do .....	526 81		1,773 61
July 30, 1877	J. A. Gagne.....	Theft of stores, West Point, Anticosti .....	690 00		690 00
May 31, 1877	John Wright, Port Hope .....	Regina vs. Smart, ex-Postmaster, Port Hope.....	20 00		
Nov. 20, 1877	John Bell, Q. C., Belleville.....	Counsel fees in Petition of Right cases .....	2,133 00		2,153 00
Aug., 1878	Wm. Chisholm, Cornwall.....	Stonehouse Point Lighthouse..	55 44		
Sept. 26, 1878	do .....	Various matters.....	415 62		471 06

\* Mr. Robertson has not yet rendered his bills in re Lachine Canal enlargement.

SUMS paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—*Continued.*

Date.	Name and Residence.	Service.	Paid or recommended for payment.	Under consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
May, 1878	Jas. MacLennan, Q.C., Toronto .....	Costs of defence in seven Petition of Right cases.....	1,600 35	.....	
do 1878	do .....	Counsel fee, Berlinquet vs. Regina.....	3,500 00	.....	
do 1878	do .....	Retainer, Bertrand vs. Regina.....	100 00	.....	
do 1878	do .....	Counsel fee, Murray vs. Regina.....	600 00	.....	
do 1878	do .....	Retainer, Isbester vs. Regina.....	100 00	.....	
Jan. 10, 1878	Bawden & Machar, Kingston.....	Regina vs. Rigney.....	311 35	.....	5,900 35
Aug., 1878	Osler & Gwynne, Dundas .....	P. M. G. vs. Irving .....	12 64	.....	
June 1, 1877	S. S. Macdonell, Windsor, Ont. ....	Regina vs. Decaire <i>et al.</i> .....	14 00	.....	
Apl. 24, 1878	do .....	Bois Blanc Lighthouse.....	15 05	.....	
Dec. 9, 1878	do .....	Purchase of land for Public Buildings, Windsor.....	35 70	.....	64 75
Oct. 24, 1878	A. J. Wilkes, Brantford.....	Purchase of land for Public Buildings, Brantford.....	46 36	.....	
Feb., 1879	McMahon, Gibbons & McNabb, London ..	Attorney-General vs. Walker..	690 89	.....	737 25
Sept., 1877	A. A. Stockten, St. John.....	Re Chipman .....	154 12	.....	
May 1, 1879	do .....	Various matters.....	456 26	.....	610 38
Mar. 30, 1878	John Ayley, Aylmer, Que. ....	Culbute Dam, re McGilles.....	31 31	.....	
do 30, 1878	do .....	Procuring writ of assistance...	15 00	.....	46 31
Aug. 12, 1875	T. Brossoit, Beauharnois .....	Cameron vs. Chisholm.....	12 00	.....	
Oct. 3, 1877	A. R. Robertson, Q.C., Victoria, B.C.....	Procuring writ of assistance...	16 75	.....	28 75
Mar. 8, 1876	Chaboult & Lebel, Rivière du Loup...	Re Fraser Escheat.....	15 00	.....	
Oct. 8, 1875	M. A. Hearn, Q.C., Quebec.....	Various matters.....	267 00	.....	
do 8, 1877	E. Lareau, Montreal.	Berlinquet vs. Regina, and Bertrand vs. Regina.....	1,600 00	.....	
do 8, 1877	F. X. Lemieux, Quebec.....	do do .....	1,400 00	.....	
Apr. 28, 1877	McKelcan, Gilson & Bell, Hamilton.....	Hamilton Drill Shed.....	51 41	.....	
May 4, 1877	J. N. Pouliot, Rimouski, .....	Intercolonial RR. Arbitration..	428 00	.....	
do 4, 1877	J. E. Pouliot, Fraser-ville.....	do do .....	700 00	.....	
Apr. 30, 1879	S. R. Thomson, Q.C., St. John.....	Counsel fee, Milner vs. Luttrell	92 00	.....	
do 26, 1879	Otto S. Weeks, Q.C., Halifax.....	Allan vs. O'Brien.....	55 00	.....	4,608 41

Sums paid or recommended to be paid by the Department of Justice to Counsel, Solicitors or Attorneys, &c.—*Concluded.*

Date.	Name and Residence.	Service.	Paid or recommended for payment.	Under consideration.	Total.
			\$ cts.	\$ cts.	\$ cts.
March, 1876	Bischoff, Bompas & Bischoff, London, England .....	Re Evan's Dredge £10 10s 10d) say.....	51 30	.....	.....
do 1877	do	... Attorney-General vs. Haws, (£263 9s. 7d.) say.....	1,282 26	.....	.....
do 1879	do	... Attorney-General vs. Haws, (£193 19s. 2d) say.....	943 93	.....	.....
do 1879	do	... Attorney-General vs. Richardson, Duck & Co. (£39 18s. 3d.) say.....	194 24	.....	.....
		Total .....			2,471 73
					64,219 91

Sums paid by the undermentioned Departments to Counsel employed by them, as per annexed Statements.

		\$	cts.
Marine and Fisheries	Department.....	6,794	92
Inland Revenue	do .....	3,911	22
Agriculture	do .....	77	00
Interior (Indian Branch)	do .....	1,243	64
Militia and Defence	do .....	438	27
Post Office	do .....	1,202	02
Finance and Receiver-General	do .....	3,243	22
Customs	do .....	1,825	88
Public Works	do (return not given, see note).....		
		18,736	17
Total of Justice Department Statement.....		64,219	91
	Total .....	£82,956	08

NOTE.—The Secretary of State Department and the Privy Council report that no payments have 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.

## MARINE AND FISHERIES DEPARTMENT.

To whom paid.	Services.	Amount.
		\$ cts.
W. H. Tuck.....	Professional services.....	1,050 05
Hon. S. L. Shannon.....	do.....	5 00
do A. McFarlane.....	do.....	17 00
N. H. Meagher.....	do.....	12 75
J. G. Colston.....	do.....	535 63
Alleyn & Chauveau.....	do.....	84 65
W. F. Macleay.....	do.....	44 02
Murray Dodd.....	do.....	11 00
Alleyn & Chauveau.....	do.....	256 58
Langlois, Angers & Co.....	do.....	92 60
Thos. B. Flint.....	do.....	10 60
L. G. Power.....	do.....	12 00
Jno. Paysant.....	do.....	1 50
G. T. Solomon.....	do.....	5 30
Cameron & Cleary.....	do.....	20 00
Chaboult & Lebel.....	do.....	143 50
W. H. Tuck.....	do.....	291 58
A. J. Hickman.....	do.....	75 00
W. B. Deacon.....	do.....	52 15
J. A. Camirand.....	do.....	81 40
Abbott, Tait & Co.....	do.....	10 00
H. C. Austin.....	do.....	6 50
D. Gilmour.....	do.....	6 00
C. W. Weldon.....	do.....	192 34
B. E. Tremaine.....	do.....	31 60
McKay & Hill.....	do.....	20 00
Weatherbee & Graham.....	do.....	134 25
Hon. A. N. Richards.....	do.....	165 00
Alleyn & Chauveau.....	do.....	10 60
C. McFayden.....	do.....	136 89
F. X. Frenette.....	do.....	31 40
J. F. St. Julien.....	do.....	10 00
R. P. DeLaronde.....	do.....	20 00
J. A. Camirand.....	do.....	69 55
A. Harrison.....	do.....	37 53
Thos. Taylor.....	do.....	16 00
A. A. Davidson.....	do.....	65 00
Hon. S. L. Shannon.....	do.....	65 00
C. W. Weldon.....	do.....	156 00
G. Larue.....	do.....	9 00
F. Langelier.....	do.....	9 00
T. J. Marchand.....	do.....	35 25
Doucet & Hart.....	do.....	47 72
J. J. Fox.....	do.....	27 00
Jes. Hendry.....	do.....	60 00
A. R. Robertson.....	do.....	10 00
Drake & Jackson.....	do.....	3 25
L. P. Sirois.....	do.....	17 50
W. D. Campbell.....	do.....	35 43
A. Diamond.....	do.....	16 20
Hon. A. N. Richards.....	do.....	60 00
Job Bilodeau.....	do.....	28 40
C. Duberger.....	do.....	2 98
J. Mowat.....	do.....	78 00
W. T. Carty.....	do.....	13 50
Jas. Ramsay.....	do.....	42 34
Sandford H. Pelton.....	do.....	216 90
Wm. Bignall.....	do.....	10 00
S. S. Macdonnell.....	do.....	24 95
C. Clement.....	do.....	5 50
Ezra Munro.....	do.....	9 50
R. L. Weatherbee.....	do.....	135 00
J. N. & T. Ritchie.....	do.....	5 00

MARINE AND FISHERIES DEPARTMENT.—*Concluded.*

To whom paid.	Services.	Amount.
		\$ cts.
N. W. White .....	Professional services.....	23 25
E. O. Farland.....	do .....	10 00
J. O. Laferrière.....	do .....	7 60
F. Langelier.....	do .....	65 00
A. H. Robinson.....	do .....	5 00
L. H. Davies.....	do .....	71 55
J. O. Archambault.....	do .....	15 05
H. B. Rainville.....	do .....	510 27
	<b>Total.....</b>	<b>6,794 92</b>

## INLAND REVENUE DEPARTMENT.

Date.	To whom Paid.	Residence.	Amount.
			\$ cts.
Feb. 14, 1874	Ball, F. R.....	.....	47 38
March 17, 1874	Carter, Edward.....	Montreal.....	1,200 00
Nov. 18, 1874	O'Connor, Cox & Ouellette.....	Windsor.....	4 75
do 30, 1874	Carter, Edward.....	Montreal.....	400 00
Dec. 22, 1874	Tuck, W. H.....	St. John, N.B.....	5 00
do 14, 1876	McLay, John.....	Walkerton.....	2 80
Jan. 23, 1877	Peterson, H. W.....	Guelph.....	19 50
April 14, 1877	do .....	do .....	262 00
May 2, 1877	do .....	do .....	5 00
June 14, 1877	do .....	do .....	47 00
do 29, 1877	do .....	do .....	63 90
April 16, 1877	Walkem, G. A.....	Victoria, B.C.....	15 00
June 20, 1877	Osler, J. B.....	Hamilton.....	15 00
do 30, 1877	Bowlby, W. H.....	Berlin.....	90 00
do 30, 1877	Peterson, A. J.....	do .....	25 00
do 30, 1877	Bowman, J. D.....	do .....	25 00
Aug. 7, 1877	Peterson, H. W.....	Guelph.....	56 00
Sept. 14, 1877	do .....	do .....	42 00
Oct. 24, 1877	do .....	do .....	23 15
Nov. 9, 1877	do .....	do .....	101 55
Feb. 19, 1878	do .....	do .....	15 00
Sept. 10, 1877	do .....	do .....	14 50
May 20, 1878	Jamieson & Greig.....	Almonte.....	20 00
Oct. 30, 1877	Rémillard & Flynn.....	Quebec.....	200 00
July 23, 1878	Coutlée, L. W. P.....	Hull.....	100 80
Aug. 23, 1878	Peterson, H. W.....	Guelph.....	30 00
Sept. 23, 1878	Rémillard & Flynn.....	Quebec.....	1,080 89
	<b>Total.....</b>		<b>3,911 22</b>

(Signed)

A. BRUNEL,

*Commissioner.*INLAND REVENUE DEPARTMENT,  
OTTAWA, 18th April, 1879.

## 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,

(Signed) J. LOWE,  
Secretary, Department of Agriculture.

Deputy Minister of Justice,  
Ottawa.

## DEPARTMENT OF THE INTERIOR, INDIAN BRANCH.

Service.	Amount claimed.	Amount paid.	Total.
	\$ cts.	\$ cts.	\$ cts
L. W. Coultlee.....	290 00	290 00	
J. J. McLaren.....	653 64	653 64	
Justice W. Badgley.....	300 00	300 00	
			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.	Amount paid.
1873.				\$ cts.
December....	H. R. Rainsford, jr.....	Fredericton, N.B. ....	Lease of Court House .....	15 00
1874.				
January .....	Bain & Blanchard.....	Winnipeg, Manitoba.	Law expenses.....	38 95
August.....	D. Hamilton.....	Windsor, N.S.....	Copy of deeds, Falmouth drill shed .....	2 75
do .....	J. K. Blain .....	do .....	do do .....	2 50
do .....	Angus McLeod.....	Amherst, N.S.....	do do .....	6 65
do .....	S. Chipman.....	Kentville, N.S. ....	Copies of deeds, drill shed in Township of Cornwallis.....	4 00
September....	Clark & MacKenzie.....	Winnipeg, Manitoba.	Law expenses.....	10 00
November....	E. J. O'Neill.....	Ottawa.....	Lease of Rideau rifle range at Ottawa.....	3 00
1875.				
February....	Drake & Jackson.....	Victoria, B.C. ....	To draft contract for drill shed at Victoria.....	26 25
March.....	Bain & Blanchard.....	Winnipeg, Manitoba.	Law expenses .....	25 00
April.....	James Agnew.....	Kingston.....	Copy of lease, "Catarqui "Bridge," Kingston .....	4 00
May.....	Papineau, Papineau & Durand .....	Montreal.....	Drawing lease and copies, Point St. Charles rifle range .....	12 00
December....	J. B. McShane.....	St. John .....	Law expenses attending sale of Quaco drill shed.....	18 67
1876.				
March.....	B. M. Britton.....	Kingston.....	Law costs, Queen v. Allen—account of fuel-yard, Kingston.....	16 50
do .....	Papineau & Durand.....	Montreal.....	Drawing lease of Point St. Charles rifle range .....	2 25
August.....	Mdme. Lucie Pominville.	do .....	Professional services of late husband, F. P. Pominville, Q.C.....	95 00
1877.				
July.....	John J. McLaren.....	do .....	Law expenses, Fitzpatrick & McKeown .....	100 00
September....	Doucet & Hart.....	Quebec .....	Lease, Quebec gate barracks .....	3 00
October.....	Papineau & Durand.....	Montreal.....	Lease, Point St. Charles rifle range .....	8 25
December....	H. B. Rainsford.....	Fredericton, N.B.....	Lease of market buildings for use of military school .....	20 00
1878.				
July.....	W. H. Lowe .....	Bowmanville.....	Drawing lease of Brockville rifle range.....	24 50
				438 27

(Signed)

EUG. PANET,  
*Deputy Minister of Militia.*DEPARTMENT OF MILITIA AND DEFENCE,  
OTTAWA, April 19, 1879.

## POST OFFICE DEPARTMENT.

Year.	Name.	Particulars.	Amount.
ONTARIO.			\$ cts.
1875	W. H. Lapinoture .....	Legal expenses <i>in re</i> J. McLean, for robbery of registered letters.....	5 47
1877	J. W. H. Wilson.....	do <i>in re</i> A. H. Carter, late P.M., Bondhead	20 00
1878	E. T. Dartnell.....	do <i>in re</i> J. McDozell, late P.M., Vankleek Hill .....	10 00
1879	E. H. Tiffany .....	do <i>in re</i> A. Campbell, for mail robbery...	10 00
QUEBEC.			
1875	A. P. Letendre.....	Legal expenses <i>in re</i> A. St. Laurent, late P.M., St. Laurent.....	25 00
	Casgrain, Davidson & Fisher.....	do <i>in re</i> J. L. Palmer and Macdonald, Pope letter.....	300 00
1875	G. F. McGuire.....	do <i>in re</i> A. Kerr, for robbery of registered letters.....	8 00
1875	J. C. Murray.....	do <i>in re</i> Warwick, mail robbery.....	2 00
1876	J. Gleason.....	do <i>in re</i> late P.M., St. Luce.....	75 00
1876	Lafamme & Braissoit....	do <i>in re</i> J. Longpre, late P.M., Beauhar- nois .....	33 50
1876	B. Brunell.....	do <i>in re</i> Stanford Post Office enquiry.....	11 20
NOVA SCOTIA.			
1875	J. Grahame.....	Legal expenses <i>in re</i> J. L. Barnhill, for mail robbery...	33 80
1877	W. F. MacCoy.....	do <i>in re</i> embezzlement at P.O., Mahone Bay	47 47
1877	R. L. Weatherbee.....	do <i>in re</i> taking security from P.M., Walton..	10 00
1879	do .....	do <i>in re</i> Halifax & Yarmouth mail robbery	80 95
1879	do .....	do <i>in re</i> Queen <i>vs.</i> Carew .....	18 50
NEW BRUNSWICK.			
1874	W. B. Chandler.....	Legal expenses <i>in re</i> J. C. Alward.....	27 50
1874	W. H. Tuck .....	do <i>in re</i> J. Grover, late P.M., Woodstock..	205 87
1877	do .....	do <i>in re</i> Queen <i>vs.</i> Harvie.....	122 98
1877	A. L. Palmer.....	do <i>in re</i> Waterbury <i>vs.</i> Dewé.....	82 28
BRITISH COLUMBIA.			
1877	A. R. Robertson.....	Legal expenses <i>in re</i> Queen <i>vs.</i> Harrison .....	72 50
1877	A. N. Richards .....	do <i>in re</i> Cassiar mail robbery.....	20 00
Total.....			1,202 02

(Signed) W. H. GRIFFIN,  
Deputy Postmaster-General.

FINANCE AND RECEIVER GENERAL'S DEPARTMENTS.

Date.	Name.	Amount.		Total.	
		\$	cts.	\$	cts.
Dec. 6, 1873	Hon. L. S. Shannon, Q.C.....	10	00		
June 30, 1874	W. H. Tuck, Q.C.....	20	80		
July 26, 1876	P. La Rue.....	1,109	85		
Nov. 13, 1876	H. F. Rainsville.....	49	52		
Dec. 11, 1876	P. Langelier.....	716	80		
March 13, 1877	E. D. D'Orsonnens.....	16	70		
do 23, 1877	A. A. Brault.....	248	00		
	R. L. Weatherbee.....	15	00		
Aug. 24, 1878	A. A. Brault.....	40	00		
Oct. 3, 1878	F. Langelier.....	42	00		
do 4, 1878	do.....	75	35		
Aug. 3, 1878	W. H. Walker.....	250	00		
Sept. 30, 1878	do.....	400	00		
	C. A. Seward.....	250	00		
					3,243 22

(Signed) J. M. COURTNEY,  
Deputy Minister of Finance.

FINANCE DEPARTMENT,  
10th May, 1879.

CUSTOMS DEPARTMENT.

Date.	Name.	Residence.	Amount.	
			\$	cts.
Jan. 19, 1875	W. H. Tuck.....		80	00
May 29, 1875	A. E. Forget.....		310	00
Feb. 10, 1875	Royal & Dubuc.....		59	50
do 10, 1875	do.....		133	95
do 18, 1875	F. E. Cornish.....		165	45
May 31, 1877	Ritchie & Borlase.....		65	00
March 8, 1878	C. A. Geoffrion.....		117	00
do 12, 1878	A. & W. Robertson.....		179	50
April 29, 1878	Bawden & Machar.....		170	37
Sept. 21, 1878	Remillard & Flynn.....	Quebec.....	368	00
Oct. 3, 1878	J. Gleason.....	Rimouski.....	94	65
June 12, 1877	Hon. Sydney Smith.....	Cobourg.....	21	21
Dec. 16, 1876	McKay & Hill.....	Sydney, N.S.....	61	25
Total.....			1,825	88

(Signed) J. JOHNSON,  
Commissioner of Customs.

CUSTOMS DEPARTMENT,  
OTTAWA, 1st May, 1879.

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## RETURN

(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.

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## 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.

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

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## RETURN

(179)

To an ORDER of the HOUSE OF COMMONS, dated 10th March, 1879 ;—  
For copies of all Reports, papers and documents relating to the super-  
annuation 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.

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## 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 con-  
nected therewith.

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  
Returns are not printed.]*

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## RETURN

(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.

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## 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.

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

## RETURN

(183)

To an ORDER of the HOUSE OF COMMONS, dated 24th February, 1879;—  
For copies of the complaint brought against Mr. Salurste 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.

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

# RETURN

(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.

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

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## RETURN

(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.

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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.

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 obedient 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.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 5th May, 1876.

SIR,—I am directed to instruct you during the season of 1876 to survey the following harbors and waters:—

You will furnish maps of your operations, reporting any additional information which you consider necessary to submit to the Hon. the Minister.

*	*	*	*	*	*	*
		Thunder Bay, Lake Superior.				
*	*	*	*	*	*	*

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

(Signed) F. BRAUN,  
Secretary.

WILLIAM KINGSFORD, Esq.,  
Engineer in Charge.

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,

(Signed) F. BRAUN,  
Secretary.

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.

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 00

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.

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*Tender for works to be performed in Thunder Bay.*

THUNDER BAY, 25th May, 1876.

We the undersigned hereby tender 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.

Dated St. Catherines, 25th May, 1876.

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Dredging 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

We, the above-named John Hunter, C. P. Morse, James Murray, C. D. Rudeliffe, 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.

25th May, 1876.

T. B. HART,  
St. Catherines,  
Contractor.

25th May, 18.6.

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,

Messrs WILLIAMS & UPHAM,  
Contractors.

(Signed) F. BRAUN,  
Secretary.

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,

F. BRAUN, Secretary,  
Department of Public Works,  
Ottawa, Ontario.

(Signed) WILLIAMS & UPHAM,

TORONTO, 27th June, 1876.

SIR,—I have the honor to report that Messrs. Hunter & Murray, propose putting the dredge "Goliath," 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,

(Signed) WILLIAM KINGSFORD,  
Engineer-in-Charge.

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

*Telegram.*

To Wm. KINGSFORD, Esq.,  
Engineer in Charge,  
Port Burwell:—

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 30th June, 1866.

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.

SIR,—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 improvement of the channel, by which access is obtained to the terminus of the Pacific Railway.

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

(Signed) F. BRAUN,  
Secretary.

Wm. KINGSFORD, Esq.,  
Chief Engineer, Ottawa.

OTTAWA, 26th July, 1876.

SIR,—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) Wm. KINGSFORD,  
Engineer-in-Charge.

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

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 nine 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,

(Signed) WILLIAM KINGSFORD,  
Engineer-in-Charge.

F. BRAUN, Esq.,  
Department Public Works, &c.

TORONTO, 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,

(Signed) HUNTER & MURRAY.

WILLIAM KINGSFORD,  
Engineer-in-Charge

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 WORKS,  
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 .....	6,000	.....	\$15 per hour.
“ from Pacific Railway.....	3,000	.....	9 “ “

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, vessels 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 :—

	Cubic yards.
To complete cut across shoal, 66 feet wide.....	24,000
“ “ “ in river 45 “ “ .....	16,000
<b>Total.....</b>	<b>40,000</b>

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 1876.

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 feet, 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 enterprise 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.

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 dredging 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) WILLIAM KINGSFORD,  
Engineer-in-Charge.

F. BRAUN, Esq., Secretary,  
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 Canadian 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 coasts. 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

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 alluvium 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 eastern channels, which can be done by means of a dam thrown across the eastern channel at the point mentioned, then to dredge out and form 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 ceaseless 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 accommodation of any traffic that can arise for a lengthened period; indeed, it might be made to accommodate 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.

Hon. 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,

(Signed) THOS. MARKS.

F. BRAUN, Esq.,  
Secretary of Public Works, &c., Ottawa.

PRINCE ARTHUR'S LANDING,  
ONTARIO, 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 representative, 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 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 respectability; 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 connected 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 Kaministiquia 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 occurs: "Prince Arthur's Landing is on the north coast of Thunder Bay, about 19 miles from Thunder Cape, and 3 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,  $13\frac{3}{4}$  miles; yet with this fact before him, Mr. Kingsford states the distance to be "about" 19 miles, or  $5\frac{1}{4}$  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 *ex parte* or partizan report.

In the fall of last year the *ex post facto* survey to which I have alluded, was made of the harbour of Prince 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 Kaminstiquia 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,

(Signed) THOMAS MARKS.  
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 Kaminstiquia, 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 to 12 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 1,185½ hours at \$9.50 per hour,—\$11,264.62½.

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, I 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 made a first-class harbour; there should be more dockage.

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.

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#### 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.

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#### 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 connected 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 familiar 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 grossly 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 accommodate 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 occurring; 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 admissible argument in favour of adopting their harbour, it should at least entitle them to friendly considera-

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,

“Engineer 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,

\*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  $5\frac{1}{2}$  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 sheathed 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 entirely within that Province. If it be entirely 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 this letter 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 supercilious 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 navigation 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 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

\* 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 interference 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. BORRON, 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.

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 mercies 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 shadow 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. Why, 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 captains (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:

Yrs.	British.		U. States.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
1875,	121	50.022	46	11.720	170	71.742
1876,	171	76.628	57	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,	596	311.093	317	73.225	915	384.318

(Signed) PETER NICHOLSON,  
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 263.124 tons.
	46 sail vessels	5.486 "
	660 vessels	468.610 "
Add	915 "	384.318 "
	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 652,828 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 forth 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 navigators 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 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 correct, 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 propeller 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.

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 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 railroad 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,

(Signed)

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.

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 Kaministiquia. 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 Kaministiquia, 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 Kaministiquia, 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 Kaministiquia 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-holders 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,

\*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 Kaministiquia, 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.

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APPENDIX.

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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.

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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 interfere 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 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 Kaministiquia proved too powerful, and the enterprize 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) W. H. FURLONGE,  
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,  
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 dollars (\$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 assure 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)

THOMAS MARKS.

Roeve.

(Signed)

ROBERT MAITLAND,

Clerk.

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

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 them, 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 Ontario 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 simple justice—whose policy paralyzed their enterprise. 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 in 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.*

TORONTO, 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 eleven 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 as 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 mouths 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 Kaministiquia. 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 Northwest 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 auxiliary 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 closes 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 prevent 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 longer 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 if 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) 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 Landing 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 commodious 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 Duluth,” 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 Lake 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 is 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, 9<sup>th</sup> 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.

(Signed) BARTON ATKINS,  
Licensed Pilot and Shipmaster.

*From Capt. Robertson.*

ON BOARD STR. "ONTARIO,"  
PRINCE ARTHUR'S LANDING, 19<sup>th</sup> 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 north-western 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, 9<sup>th</sup> 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 bushels of grain and 700 bbls. salt, drawing 12½ 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 ease 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 I 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 Arthur'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 Majesty's reign entitled an Act for the suppression of voluntary and extra-judicial oaths.

(Signed) T. H. TRETHERWEY,  
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. }

(Signed) ROBERT MAITLAND,  
A Com. in B.R., &c.

*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 easterly 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.

(Signed) JOHN O'MALLY.

*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 necessary, 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 sheweth:—

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

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 enterprising 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 accommodation 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.

SIR,—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.

Be 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.,  
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., &

NOTE.—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.,  
 Prest. 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 sleepereed 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.

† 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 x 24.6 and a platform at P. A. Landing. There are three main road crossings which have all been completed in a satisfactory manner.

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. MARIE, MICH., 17th January, 1878.

DEAR SIR,—Yours of 3rd at hand.

In reply, the average depth was 12½ 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.

REPORTS.

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RAILWAY STATISTICS

OF CANADA,

AND CAPITAL, TRAFFIC AND WORKING EXPENDITURE  
OF THE RAILWAYS OF THE DOMINION.

1877-8.

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Printed by Order of Parliament.

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OTTAWA:  
PRINTED BY MACLEAN ROGER & CO., 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:—

	Miles.
Railways actually in operation.....	6,143.49
Railways under construction, portions of which are completed and track laid.....	721.33
Railways under construction. ....	1,041.17
	<hr/>
Total .....	7,905.99
	<hr/>

The railway mileage included in the previous report was as follows:—

Number of miles in operation.....	5,574½
“ “ under construction .....	1,996½
	<hr/>
Total .....	7,571
	<hr/>

It will thus be seen that there has been an increase in the number of miles actually in operation of  $569\frac{1}{2}$ , and a decrease in the mileage under construction of  $234\frac{1}{2}$ .

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:—

	Gauge.	Miles.
Railway completed (track laid).....	5ft. 6 in.	390·24
Do do do .....	4ft. $8\frac{1}{2}$ in.	5,741·58
Do do do .....	3ft. 6 in.	733·00
<b>Total.</b> .....		<b>6,864·82</b>

	Gauge	Miles.
Railway under construction.....	5 ft. 6 in	821·67
do do .....	4 " 6 "	134·00
do do .....	3 " $8\frac{1}{2}$ "	85·50
<b>Total</b> .....		<b>1,041·17</b>

The gauges of the railways in operation are as follows, viz:—

Gauge.	Miles.
5 feet 6 inches.....	390·24
4 " $8\frac{1}{2}$ " .....	5,068·25
3 " 6 " .....	685·00
<b>Total</b> .....	<b>6,143·49</b>

The gauges of the railways, according to the previous report, were as follows :—

Gauge.	Miles.
5 feet 6 inches.....	539 $\frac{1}{4}$
4 " 8 $\frac{1}{2}$ " .....	4,362
3 " 6 " .....	672 $\frac{1}{2}$
<b>Total.</b> ....	<b>5,574<math>\frac{1}{4}</math></b>

The changes in the different gauges have therefore been as follows :—

Gauge.	Miles.
5 feet 6 inches, decrease.....	149 $\frac{1}{2}$
4 " 8 $\frac{1}{2}$ " increase.....	706 $\frac{1}{4}$
3 " 6 " do .....	13 $\frac{1}{2}$

The nominal capital raised for the railway system of the Dominion, at the 30th June, 1878, was as follows :—

Ordinary share capital.....	\$122,176,083 60
Preference do .....	69,155,683 32
Bonded debt.....	83,710,938 13
	<hr/>
	<b>\$275,042,705 05</b>

Amount of aid from :—

Dominion Government.....	\$65,939,900 51
Ontario do .....	2,229,639 02
Quebec do .....	8,513,613 27
New Brunswick Government.....	2,730,000 00
Nova Scotia do ....	818,750 00
<b>Amount of aid from Municipalities.....</b>	<b>7,224,578 63</b>
	<hr/>
	<b>\$87,456,481 43</b>
Less included in paid-up securities.....	1,882,000 00

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**85,574,481 43**

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**\$360,617,186 48**

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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
	<hr/>	
Total.....	345,950,116	30
	<hr/>	

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.....	\$6,524,082	78
Preference do .....	278,816	01
Bonded debt .....	3,832,555	69
Government and Municipal aid.....	4,031,615	70
	<hr/>	

This statement of capital shews 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 construction (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
	<hr/>
Total nominal capital per mile of railway.....	\$45,995
	<hr/>

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 railways 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.	1876-77.	Increase.	Decrease.
Miles laid with iron rails.....	3,258 $\frac{1}{4}$	2,783 $\frac{3}{4}$	474 $\frac{3}{4}$	.....
do steel rails.....	3,583	2,766 $\frac{1}{2}$	818 $\frac{1}{2}$	.....
do wooden rails.....	23 $\frac{1}{2}$	23 $\frac{1}{2}$	.....	2
Length of sidings.....	747 $\frac{1}{2}$	688	59 $\frac{1}{2}$	.....
Number of grain elevators.....	16	13	3	.....
do of road crossings, guarded.....	63	70	.....	7
do do not guarded.....	6,671	6,001	670	.....
do of overhead bridges.....	309	334	.....	25
do of crossings of other railways.....	91	81	10	.....
do of junctions with do.....	143	126	17	.....
do do branch lines.....	63	58	5	.....
do of engines owned.....	1,038	981	57	.....
do do hired.....	12	14	.....	2
do of first-class cars owned.....	496	462	34	.....
do do do hired.....	34	35	.....	1
do of second-class and immigrant cars owned.....	308	294	14	.....
do do do hired.....	.....	.....	.....	.....
do of baggage, mail and express cars owned.....	271	237	34	.....
do do do hired.....	4	4	.....	.....
do of cattle and box freight cars owned.....	13,364	12,129	1,235	.....
do do do hired.....	1,593	1,583	10	.....
do of platform cars owned.....	6,641	6,917	.....	276
do do hired.....	62	10	52	.....
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.	Passengers carried.		Increase.	Decrease.
	1877-78.	1876-77.		
Grand Trunk .....	2,025,737	2,028,214	.....	2,477
Great Western .....	1,206,372	1,203,961	2,411	.....
Intercolonial .....	618,957	613,428	4,529	.....
Canada Southern .....	219,544	199,067	20,477	.....
Northern .....	234,122	252,362	.....	18,240
Midland .....	127,268	112,306	14,962	.....
Toronto, Grey and Bruce .....	143,431	131,529	11,902	.....
Toronto and Nipissing .....	99,140	93,741	5,399	.....

The freight carried upon the same railways during the two years, was as follows:—

Name of Railway.	Tons.		Increase.	Decrease.
	1877-78.	1876-77.		
Grand Trunk .....	2,387,942	2,181,961	205,981	.....
Great Western .....	1,854,663	1,622,342	232,321	.....
Intercolonial .....	522,710	421,327	101,383	.....
Canada Southern .....	958,044	680,307	277,737	.....
Northern .....	207,245	244,120	.....	16,875
Midland .....	133,405	128,987	4,418	.....
Toronto, Grey and Bruce .....	94,300	112,150	.....	17,850
Toronto and Nipissing .....	100,814	93,741	7,073	.....

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 1½c. 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 \$1,778,024.53, 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 27	\$6,458,493 52	.....	\$72,168 25
Freight traffic .....	13,129,191 14	11,321,264 26	\$1,807,926 88	.....
Mails and express freight	795,797 65	744,741 46	51,056 19	.....
Other sources.....	208,763 95	217,554 24	.....	8,790 29
<b>Total.....</b>	<b>\$20,520,078 01</b>	<b>\$18,742,053 48</b>		

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
<b>Total .....</b>	<b>\$3,479</b>	<b>3,418</b>

From this it will be seen that the earnings per mile shew an increase of \$61 as compared with the previous year.

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
	\$16,100,102 54

The operating expenses for the previous year amounted to \$15,290,091.48, so that the expenses for the past year shew 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 5,300 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:—

	1877-78.	1876-77.
Receipts .....	\$20,520,078 01	\$18,742,053 48
Expenses .....	16,100,102 54	15,290,091 48
	\$4,419,975 47	\$3,451,962 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 (6,143½ 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	458
	—	—	—

The number killed during the previous year was as follows:—

Passengers.....	5
Employés.....	45
Others.....	61
	—
Total.....	111

Showing 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
Employés..	257
Others.....	42
	—
Total.....	317

Showing 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.....	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	1
Striking bridges.....	3	2	7	2
Other causes.....	4	2	103	50
<b>Total.....</b>	<b>97</b>	<b>111</b>	<b>361</b>	<b>317</b>

The coal and iron mine branches in Nova Scotia shew an increased mileage of 9½ 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 Government.....	\$65,939,900	51
Ontario do.....	4,148,517	02
Quebec do.....	10,815,146	97
New Brunswick Government.....	3,178,000	00
Nova Scotia do.....	1,882,432	00
	<hr/>	<b>\$85,963,996 50</b>
Municipalities in Ontario.....	8,147,445	78
do Quebec.....	4,016,000	00
do Nova Scotia.....	275,000	00
do New Brunswick.....	296,500	00
	<hr/>	<b>\$12,734,945 78</b>
<b>Total.....</b>	<b>\$98,698,942</b>	<b>28</b>

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 Government.....	\$2,643,519	73
Ontario do .....	897,747	28
Quebec do .....	519,640	97
New Brunswick do .....	345,000	00
Municipalities in Ontario.....	1,178,592	00
do Quebec.....	293,000	00
	<hr/>	
	\$5,877,499	98
Less decrease in amount of subsidy promised by Nova Scotia as compared with previous year...	3,295	00
	<hr/>	
	\$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 Subsidy.		Paid.		To be Paid.	
	\$	cts.	\$	cts.	\$	cts.
Dominion Government.....	65,939,900	51	65,939,900	51		
Ontario do .....	4,148,517	02	2,229,639	02	1,918,878	00
Quebec do .....	10,815,146	97	8,513,613	27	2,301,533	70
New Brunswick Government.....	3,178,000	00	2,730,000	00	448,000	00
Nova Scotia do .....	1,882,432	00	818,750	00	1,063,682	00
Municipalities .....	12,734,945	78	7,224,578	63	5,510,367	15
Total.....	98,698,942	28	87,456,481	43	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 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 received 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 unguarded, 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

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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.





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S U M M A R Y   S T A T E M E N T S .

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No. 2.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight of		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Construction.	Laid with Iron Rails.	Laid with Steel Rails.		Iron Rails.	Steel Rails.	
							Lbs.	Lbs.	
1	Albert .....	51 50		51 50		2 25	56		2,240
2	Belleville & North Hastings .....	21 40	60	13 20	8 20		56 & 60	56	2,200
3	Canada Central .....	162 50	85 50	162	50		48 to 75	56	2,200
4	Canada Southern .....	326 60		97 40	229 20	25 76	60	60	2,800
5	Canadian Pacific .....	262	48		26 1	8		57½	
6	Carillon and Grenville .....	13		13		72	65		1,760
7	Chatham Branch .....	9		9		1			
8	Cobourg, Peterboro' and Marmora .....	47		47			56		2,650
9	Credit Valley .....	20	134	20		50		54	2,347
10	Fredericton .....	22 50		22 50			56		2,400
11	Grand Junction .....	33	57	33			56		2,112
12	Grand Southern .....		82						
13	Grand Trunk .....								
	do Atlantic and St. Lawrence .....								
	do Buffalo and Lake Huron .....	1390 25		312	1078 25	213 50	65	65	2,600
	do Chicago, Detroit & Can. G. T. Junc. .....								
14	Great Western .....	898 62		172 94	725 68	190 76	66	66	2,640
	do London and Port Stanley .....								2,640
	do Wellington, Grey and Bruce .....								2,640
	do London, Huron and Bruce .....								2,640 & 3,168
	do Brantford, Norfolk and Port Burwell .....								
	do Galt and Guelph .....								
15	Hamilton & North-Western .....	148 50		61 50	87	12 50	56	56	2,640
16	Halifax and Cape Breton Ry. and Coal Co. ....	17 50	61		17 50	75		56	2,240
17	Intercolonial .....	714		24 50	689 50	85 60	56	57½	2,500
18	International .....	57 50		27 33	30 17	1 50	56	57½	2,260
19	Kingston and Pembroke .....	61 50	79	61 50		3	50		2,640
20	Lake Champlain and St. Lawrence .....	48	52	48			35		
21	Laurentian .....	15		15		1	54		2,240
22	Lévis and Kennebec .....	70		70					
23	Massawippi Valley .....	36 75		35 75	1	1	56		2,100
24	Montreal, Portland & Boston .....	32		32		3	56		2,640
25	Midland .....	139 20		129 20	10	17 50	56	56	2,112
26	Missisquoi and Black Rivers Valley .....	10 10	46 90	10 10			52 & 60		2,400
27	Montreal & Vermont Junc. ....	23		23		1 50	56 to 64		2,200 to 2,600
28	Stanstead, Shefford and Chambly .....	43		43		5 06	50		2,400
29	Waterloo and Magog .....	23		23		1	56		2,600
30	Montreal and City of Ottawa Junction .....		81 50						
	Carried forward .....	4696 42	727 50	1557 42	3139 00	575 80			

Characteristics of Roads, &c.

Nature of Rail Fastening.	No. of Grain Elevators.		No. of level road crossings.		Number of overhead Bridges.	Height of overhead Bridges above Rail level.	Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.		Guags of Railway.		Remarks.
	Guarded.	Not Guarded.	Feet	Feet.							Feet.	ft.in	Number.		
Fish plates .....		91	1	17½			1	2		76	4 8½	1			
do .....		10	2	18 & 24			1		610	118	4 8½	2			
do and chairs .....		165	4	18			1	1	1432	54	5 6	3			
do .....		307	10	19			9	10	3	1432	75	4 8½	4		
Chairs and fish plates.....	1	7	1	16					1910	100	5 6	6			
do .....		6					1			55	4 8½	7			
Chairs and fish plates.....	1	31					1	2		573	96	5 6	8		
Fish plates.....		194								2865	52	4 8½	9		
do .....		11					1				4 8½	10			
do .....		29					1	1	1032	88	4 8½	11			
do .....											3 6	21			
Fish plates, bolts and chairs.	4	24	1156	92	18' 6" to 28' 4"	24	46	11	1100	52-80	4 8½	13			
Fished and chairs.....	2	28	790	121	18	22	15	15	1910	52	4 8½	14			
Fished.....									881	52-80	4 8½				
do .....									881	70	4 8½				
do .....									881	41½	4 8½				
Fish plates .....	1	2	199	5	16½ & 18	4	6	1	1146	70	4 8½	15			
Fished joint.....							1		955	80	4 8½	16			
Fish plates and scabbards.....	2	2147	27	16 to 35			7	15	694	65	4 8½	17			
Fish plates.....		24					1		1146	74	4 8½	18			
do .....	2	37					1	1	955	79	4 8½	19			
do .....											3 6	20			
Fish plates and bolts .....		8					1				4 8½	21			
do .....											4 8½	22			
Trimble splice .....		20	1	19			1		442	80	4 8½	23			
Fish plates and chairs.....		1					2		1433	52	4 8½	24			
do do .....		176	6	18½	3	3	1	1	690	65	4 8½	25			
Fish plates.....							1		955	79	4 8½	26			
do .....		51					2				4 8½	27			
Fish plates and chairs.....		42	1	21			3		819	60	4 8½	28			
do do .....							1		95	4 8½	29				
do .....											4 8½	30			
do .....	7	60	5501	272		65	108	50							

Operated by  
Central Ver.  
Pascumpsc.  
Hott Ry.

## No. 2.—SUMMARY STATEMENT of

Number.	Name of Railway	Length of Line.				Length of Sidings.	Weight per Yard.		Number of Ties to Mile.
		Completed. (Rails laid.)	Under Con- struction.	Laid with Iron Rails.	Laid with Steel Rails		Iron Rails.	Steel Rails.	
							Lbs.	Lbs.	
	Brought forward....	4,696.42	727.50	1,557.42	3,139.00	575.80	.....	.....	.....
31	New Brunswick.....	190	.....	190	.....	.....	40	.....	2,500
32	New Brunswick and Canada	120	.....	120	.....	14.50	56	.....	2,600
33	Northern.....	167.74	.....	104.74	63	44.88	56 & 58	56 & 58	2,400
34	Nova Scotia, Nictaux and Atlantic Central.....	.....	73	.....	.....	.....	.....	.....	.....
35	Petitcodiac and Elgin....	14	.....	14	.....	.50	56	.....	2,240
36	Port Dover and Lake Huron	63	.....	63	.....	.....	56	.....	2,640
37	Stratford and Huron.....	27.50	.....	27.50	.....	1.50	56	.....	.....
38	Prince Edward County.....	.....	32	.....	.....	.....	.....	.....	.....
39	Prince Edward Island.....	198.50	.....	188.75	9.75	10.14	40	50	2,200
40	Quebec and Lake St. John.	25.50	154.50	2	*23.50	.....	50	.....	2,500
41	Quebec Central.....	73	22.50	47	26	3	56	56	2,640
42	Quebec, Montreal, Ottawa and Occidental.....	325.66	.....	40	285.66	32	45	56	2,640
43	St. John and Maine.....	92	.....	92	.....	.....	56	.....	2,280
44	St. Lawrence and Industry.	12	.....	10.50	1.50	.....	56 & 40	40	2,500
45	St. Lawrence and Ottawa...	59	.....	37	22	6	56	56, 60 & 72	2,640
46	St. Martins and Upham.....	22.33	6.67	22.33	.....	.....	56 to 70	.....	2,266
47	South-Eastern.....	161	.....	158	3	5	50 & 56	56	2,400
48	Spring Hill and Parrsboro'	32	.....	32	.....	3.75	.....	.....	.....
49	Toronto and Nipissing.....	79	.....	63.50	15.50	11.25	40 & 56	.....	2,112
50	Lake Simcoe Junction Ry...	26.50	.....	26.50	.....	.....	40 & 56	.....	2,112
51	Toronto, Grey and Bruce...	191	.....	191	.....	16	40 & 56	.....	2,112
52	Victoria.....	56	.....	45	11	.....	55	50	2,500
53	Welland.....	10.17	.....	9.50	.67	5.50	56	64	2,650
54	Western Counties.....	92	25	92	.....	9	56	.....	2,600
55	Whitby, Port Perry and Lindsay.....	46.50	.....	46.50	.....	4.50	56	.....	2,500
56	Windsor and Annapolis.....	84	.....	78	6	4.50	50 & 67	56	2,640
	*Wood.....	6,864.82	1,041.17	3,258.24	3,583.08	747.82	.....	.....	.....
					23.50	.....	.....	.....	.....

Characteristics of Roads, &c.—Continued.

Nature of Rail Fastening.	No. of Grain Elevators.		No. of level road crossings.		Number of overhead Bridges.	Height of overhead Bridges above Rail level.	Level Crossings of other Railways.	Number of Junctions with other Railways.	Number of Junctions with Branch Lines.	Radius of sharpest curve.	Number of Feet per mile of heaviest gradient.	Gauge of Railway.		Remarks.
	Guarded.	Not Guarded.	Feet.	ft.in										
	7	60	5501	272		Feet.	65	108	50		Feet.	Feet.	ft.in	
Fish plates.....				1				2		600	80	3	6	31
Chairs and fish plates.....			60	1	18	2	2	2		1910	60	4	8	32
Fish plates.....	2		491	10	18	5				1432	60	5	6	33
Chair.....			14					1		1000	80	4	8	34
Fish plates.....	4	1	69	1	16	5	4			716	70	4	8	35
							2					4	8	36
												4	8	37
												4	8	38
Fish plates.....			134					2		400	74	3	6	39
do.....			1				1				130	4	8	40
do.....			14				3			955	76	4	8	41
do.....				2	20	2	1	3	1433		52-80	4	8	42
do.....			21	2	16	1	2					4	8	43
do.....			5				1					4	8	44
Fish plates, scabbards & chairs	1		67	8	16		1	1	1146		52-80	4	8	45
do do do									716	130		4	8	46
Fish joint and chairs.....			42				2	3	2			4	8	47
Chairs.....			12				1			900	60	4	8	48
Fish plates.....			80				1	2		600	106	3	6	49
do.....												3	6	50
do.....	2			8	17	2	1	1	462	110		3	6	51
do.....							1	2		955	52-80	4	8	52
Chairs and fish plates.....	2		30	3	17	3	4			1930	84	4	8	53
Fish plates.....			10				2			955	135	4	8	54
do.....			51			1	2			1433	105	4	8	55
do.....			69	1	32		1			699	75-80	4	8	56
	16	63	6671	309		91	143	63						

Operated by Port Dover & Lake Huron.

Operated by Toronto and Nipissing.

No. 3.—SUMMARY STATEMENT of the different

No.	Name of Railway.	Length of Line.		No. of Engines.		No. of First Class Cars.	
		Completed.	Under Construction.	Owued.	Hired.	Owued.	Hired.
1	Albert .....	51-50		3		3	
2	Belleville and North Hastings.....	21-40	60				
3	Canada Central.....	162-50	85-50	12		7	
4	Canada Southern .....	326-60		37	5	21	
5	Canadian Pacific .....	262	48				
6	Carillon and Grenville.....	13		4		2	
7	Chatham Branch.....	9		1		1	
8	Cobourg, Peterboro' and Marmora.....	47		5		3	
9	Credit Valley.....	20	134	2		2	
10	Fredericton .....	2-50		2		3	
11	Grand Junction.....	33	57				
12	Grand Southern .....		82				
13	Grand Trunk.....						
	do Atlantic and St. Lawrence.....						
	do Buffalo and Lake Huron.....						
	do Chicago, Detroit and Canada Grand Trunk Junction.....	1,320-25		434		163	29
14	Great Western.....						
	do London and Port Stanley.....						
	do Wellington, Grey and Bruce.....						
	do London, Huron and Bruce.....						
	do Brantford, Norfolk and Port Burwell.....						
	do Galt and Guelph.....						
		898-62		216		105	
15	Hamilton and North Western .....	148-50		8		6	
16	Halifax & Cape Breton Railway & Coal Co.....	17-50	61	5		3	
17	Intercolonial.....	714		105		46	
18	International.....	57-50		2		2	
19	Kingston and Pembroke.....	61-50	79	2		2	
20	Lake Champlain and St. Lawrence.....	48	52				
21	Laurentian .....	15		1		1	
22	Lévis and Kennebec.....	70					
23	Massawippi Valley .....	36-75					
24	Montreal, Portland and Boston .....	32					
25	Midland .....	139-20		10		9	
26	Mississquoi and Black Rivers Valley .....	10-10	46-90		2		
27	Montreal and Vermont Junction.....	23					
28	Stanstead, Shefford and Chambly.....	43					2
29	Waterloo and Magog .....	23			1		1
30	Montreal and City of Ottawa Junction.....		81-50				
31	New Brunswick.....	190		10		5	
32	New Brunswick and Canada.....	120		11		4	
33	Northern .....	167-74		32		20	
34	Nova Scotia, Nictaux and Atlantic Central.....		73				
35	Petitcodiac and Elgin.....	14		1		1	
36	Port Dover and Lake Huron.....	63		4		4	2
37	Stratford and Huron .....	27-50					
38	Prince Edward County.....		32				
39	Prince Edward Island.....	198-50		18		14	
40	Quebec and Lake St. John .....	25-50	154-50	3		2	
41	Quebec Central.....	73	22-50	3		2	
42	Quebec, Montreal, Ottawa and Occidental.....	325-66		25		8	
43	St. John and Maine.....	92		6		5	
44	St. Lawrence and Industry.....	12		2		2	
45	St. Lawrence and Ottawa.....	59		10		10	
46	St. Martins and Upham .....	22-33	6-67	1			
	Carried forward .....	6,086-65	1,016-17	975	8	456	34

descriptions of Rolling Stock.

No. of Second Class and Emigrant Cars.		No. of Baggage, Mail and Express Cars.		No. of Cattle and Box Freight Cars.		No. of Platform Cars.		No. of Hopper and Dumping Cars.		No.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
		1		10		21		15		1	
										2	
3		4		43		165				3	
14		17		1,022	793	220				4	
										5	
4		2		2		3				6	
1										7	
		1		1		50		150		8	
				4		36				9	
2				6		11				10	
										11	
										12	
111		84		6,244	800	1,929				13	
57		38		3,514		815		182		14	
6		4		17		76	40			15	
3		3		20		40				16	
34		33		1,162		1,028		900		17	
		1				9				18	
				2		30				19	
										20	
				3		2				21	
										22	
										23	
		10		72		230				24	} Operated by Passumpsic Railway.
							6			25	
										26	
			2							27	} Operated by Central Vermont.
										28	
										29	
		5		52		60				30	
8		3		31						31	
6		12		201		564				32	
										33	
										34	
										35	
		2	2	8		21	16			36	} Operated by Pt. Dover and Lake Huron.
										37	
										38	
9		5		150		100				39	
				1		50				40	
		2		25		50				41	
22		7		129		290				42	
		5		15		94				43	
2		1		5		12				44	
6		6		70		44				45	
						6				46	
288		246	4	12,809	1,593	5,956	62	1,247			

No. 3.—SUMMARY STATEMENT of the different

No.	Name of Railway.	Length of Line.		No. of Engines.		No. of First Class Cars.	
		Completed.	Under Construction.	Owned.	Hired.	Owned.	Hired.
	Brought forward. ....	6,086.65	1,016.17	975	8	456	34
47	South Eastern .....	161	.....	5	3	4	.....
48	Spring Hill and Parrsboro' .....	32	.....	1	.....	1	.....
49	Toronto and Nipissing.....	79	.....	12	.....	7	.....
50	Lake Simcoe Junction.....	26.50	.....	.....	.....	.....	.....
51	Toronto, Grey and Bruce.....	191	.....	20	.....	12	.....
52	Victoria .....	56	.....	2	1	1	.....
53	Welland.....	10.17	.....	3	.....	3	.....
54	Western Counties.....	92	25	6	.....	3	.....
55	Whitby, Port Perry and Lindsay.....	46.50	.....	4	.....	3	.....
56	Windsor and Annapolis.....	34	.....	10	.....	6	.....
		6,864.82	1,041.17	1,038	12	496	34

descriptions of Rolling Stock—Continued.

No of Second Class and Emigrant Cars.		No. of Baggage, Mail and Express Cars.		No. of Cattle and Box Freight Cars.		No. of Platform Cars.		No. of Hopper and Dumping Cars.		No.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
268	.....	246	4	12,809	1,593	5,956	62	1,247	.....		
2	.....	2	.....	10	.....	30	.....	.....	.....	47	} Operated by Toronto and Nipissing Railway.
.....	.....	1	.....	2	.....	6	.....	50	.....	48	
8	.....	3	.....	98	.....	187	.....	.....	.....	49	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50	
.....	.....	6	.....	214	.....	223	.....	.....	.....	51	
2	.....	1	.....	2	.....	25	.....	.....	.....	52	
1	.....	5	.....	120	.....	13	.....	.....	.....	53	
1	.....	2	.....	22	.....	60	.....	.....	.....	54	
.....	.....	3	.....	37	.....	69	.....	.....	.....	55	
6	.....	2	.....	50	.....	72	.....	20	.....	56	
308	.....	271	4	13,364	1,593	6,641	62	1,317	.....		

## No. 4—SUMMARY STATEMENT of the

Number.	Name of Railway.	Mileage.	Train Mileage.			Total Train Mileage.
			Passenger Trains.	Freight Trains.	Mixed Trains.	
1	Albert.....	51.50			28,764	28,764
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				
6	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	2,309,816		3,616,829
10	London and Port Stanley.....		56,414	998		57,412
11	Wellington, Grey and Bruce.....		231,137	92,098		323,235
12	London, Huron and Bruce.....		84,503	45,347		129,850
13	Hamilton and North Western.....	148.50	70,245	32,908		103,153
14	Intercolonial.....	714	764,324		1,275,726	2,040,050
15	International.....	57.50				
16	Kingston and Pembroke.....	61.50			47,450	47,450
17	Laurentian.....	15			9,960	9,960
18	Lévis and Kennebec.....	70				
19	Massawippi Valley.....	36.75	60,220	32,967	1,780	94,967
20	Montreal, Portland and Boston.....	32				
21	Midland.....	139.20	198,767	92,476		291,243
22	Montreal and Vermont Junction.....	23	44,400	90,576	1,543	136,319
23	Stanstead, Shefford and Chambly.....	43	50,772	43,271	4,115	98,158
24	Waterloo and Magog.....	23	1,242		7,728	8,970
26	New Brunswick.....	190				
26	New Brunswick and Canada.....	120	14,201	33,495	72,645	120,311
27	Northern.....	167.74	190,909	125,492	222,782	539,183
28	Petitcodiac and Elgin.....	14			9,184	9,184
29	Port Dover and Lake Huron.....	90.50	112,326	21,060		133,386
30	Prince Edward Island.....	198.50	46,202		221,031	267,233
31	Quebec and Lake St. John.....	25.50				
32	Quebec Central.....	73			32,000	32,000
33	Quebec, Montreal, Ottawa & Occidental.....	117.66				
34	St. John and Maine.....	92				
35	St. Lawrence and Industry.....	12				
36	St. Lawrence and Ottawa.....	59	81,030	12,552	33,715	127,297
37	South Eastern.....	161				
38	Toronto and Nipissing.....	105.50				
39	Toronto, Grey and Bruce.....	151	229,116	169,251		398,367
40	Victoria.....	96	4,860		15,228	20,088
41	Welland.....	10.17	32,159	18,100	773	51,032
42	Western Counties.....	45	13,176		36,160	49,336
43	Whitby, Port Perry and Lindsay.....	46.50			63,047	63,047
44	Windsor and Annapolis.....	81	33,638		47,431	81,069
	<b>Totals.....</b>	<b>6,143.49</b>	<b>6,225,327</b>	<b>9,981,786</b>	<b>3,462,334</b>	<b>19,669,447</b>

Operations of the Year and Mileage.

Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs. Handled.	Average Rate of Speed of Passenger Trains. Miles per Hour.	Average Rate of Speed of Freight Trains. Miles per Hour.	Number	Remarks.
30,278	10,685	29,433	20	20	1	
162,303	48,388	60,231	25	12	2	Includes Brockville and Ottawa Ry.
2,014,047	219,544	958,044	32	15	3	
9,750	19,936	643	25	20	4	
					5	Not reported.
10,000	2,930	26,736	15	12	6	
45,486	28,481	8,830	25	18	7	
11,384,011	2,025,737	2,387,942	24	12	8	{ Includes Brantford, Norfolk and Port Burwell Railway.
4,476,778	1,206,372	1,854,663	24	14	9	
77,914	228,073	62,196	17		10	
426,158	458,123	162,261	21	12	11	
143,277	149,424	51,325	23	13	12	
187,426	146,651	70,456	22	15	13	
2,534,787	618,957	522,710			14	
					15	Not reported.
47,450	11,164	25,920	14	14	16	
11,060	4,974	2,775	12	12	17	
					18	
	31,186	30,934	22	10	19	
					20	
291,243	127,268	133,405	16½	13	21	
	57,702	444,510			22	
	39,139	36,923			23	
	2,315	1,288	20	12	24	For seven months.
	29,768	52,340			25	
126,445	34,227	120,172	18	10	26	
651,671	234,122	207,245	25 to 28	15 to 18	27	
9,184	2,864		12	12	28	
133,380	61,801	83,678	20	15	29	Includes Stratford and Huron Ry.
286,064	111,428	38,923	14	14	30	
					31	Not reported.
32,000	4,164	28,464	15	15	32	
					33	
	8,922	9,220	12	12	34	{ Formerly European and North American Railway (no report).
175,766	59,358	52,623	20	12	35	
			20	12	36	
			20	12	37	
216,409	99,140	100,814	20	12	38	Includes Lake Simcoe Junction Ry.
398,367	143,431	94,300	20	12	39	
31,258		23,999	15	15	40	
52,338	66,170	92,511	22	16	41	
45,364	30,602	26,398	25	15	42	
66,197	49,473	46,773	20	15	43	
15,049	71,402	29,787	22	14	44	
24,091,600	6,443,924	7,583,472				

## No. 5.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Mileage.	Flour.		Grain.	
			Barrels.	Tons.	Bushels.	Tons.
1	Albert.....	51.50	4,420	442	6,185	109
2	Canada Central.....	162.50		654		1,768
3	Canada Southern.....	326.60		91,324		327,415
4	Carillon and Grenville....	13				
5	Chatham Branch.....	9				
6	Cobourg, Peterboro' and Marmora.....	47	2,900	319	11,831	355
7	Fredericton.....	22.50	22,800	2,280	17,500	300
8	Grand Trunk and leased lines.....	1,390.25				
9	Great Western.....	898.62	2,243,620	224,362	22,061,120	551,528
10	London and Port Stanley.....		20,000	2,000	296,160	7,404
11	Wellington, Grey and Bruce.....		231,840	23,184	2,156,520	53,913
12	London, Huron and Bruce.....		27,680	2,768	806,640	20,166
13	Hamilton and North Western.....	148.50		400		2,060
14	Intercolonial.....	714	637,778	63,777	331,170	5,988
15	International.....	57.50				
16	Kingsion and Pembroke.....	61.50	100	10	29,670	709
17	Laurentian.....	15	9,066	460	4,600	148
18	Lévis and Kennebec.....	70				
19	Massawippi Valley.....	36.75				
20	Montreal, Portland and Boston.....	32				
21	Midland.....	139.20	50,102	5,270	942,162	28,094
22	Montreal and Vermont Junction.....	23				
23	Stanstead, Shefford and Chambly.....	43				
24	Waterloo and Magog.....	23				
25	New Brunswick.....	190				
26	New Brunswick and Canada.....	120				
27	Northern.....	167.74	106,592	10,660	761,760	19,044
28	Petitcodiac and Elgin.....	14	1,752	175	2,000	35
29	Port Dover and Lake Huron.....	90.50	18,360	1,823	200,864	3,228
30	Prince Edward Island.....	198.50	36,298	3,630	575,179	9,329
31	Quebec and Lake St. John.....	25.50				
32	Quebec Central.....	73				
33	Quebec, Montreal, Ottawa and Occidental.....	117.66				
34	St. John and Maine.....	92				
35	St. Lawrence and Industry.....	12				
36	St. Lawrence and Ottawa.....	59		1,090		10,294
37	South Eastern.....	161				
38	Toronto and Nipissing.....	105.50	56,573	5,657	435,415	13,562
39	Toronto, Grey and Bruce.....	191	74,485	7,448	727,145	20,326
40	Victoria.....	56			20,211	5.6
41	Welland.....	10.17	45,290	5,021	2,384,004	69,114
42	Western Counties.....	45	17,680	1,768	2,975	50
43	Whitby, Port Perry and Lindsay.....	46.50	20,466	2,061	641,391	15,361
44	Windsor and Annapolis.....	84				
		6,143.49				

Description of Freight carried.

Live Stock.		Lumber of all kinds except Firewood.		Firewood.		Manufac- tured Goods.	All other Articles.	Total Weight carried.	Number.	Remarks.	
No.	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.			
336	106	11,820,800	14,776	175	263	450	13,287	29,433	1		
	1,071		35,176			16,564	5,000	60,231	2	Includes Brock- ville and Ottawa Railway.	
	61,047		192,816		3,117	51,314	231,011	958,044	3		
							643	643	4		
									5		Not reported.
		16,448,350	24,672	700	1,050		340	26,736	6		
70	35	105,000	158	1,200	1,800	3,200	1,057	8,830	7		
									8	do	
454,356	77,101		180,515	19,032	28,548	6,707	785,902	1,854,663	9	Includes Brant- ford, Norfolk, and Port Bur- well Railway.	
3,790	521		6,086	840	1,260	568	44,355	63,196	10		
54,662	7,559	2,364,950	47,299	4,039	6,059	1,053	23,194	162,261	11		
15,175	2,516		2,882	7,352	11,028	162	11,773	51,325	12		
	540		6,375		8,300	13,500	39,281	70,456	13		
46,458	7,162	56,606,547	70,758	2,234	3,426	140,858	230,741	522,710	14		
									15	Not reported.	
	10	2,778,000	10,270	6,788	10,890	1,555	2,499	25,920	16		
1,434	290	80,000	100		363	59	1,355	2,775	17		
									18	do	
									19	do	
									20	do	
13,920	870	43,701,000	62,430	2,600	4,330	20,160	19,242	140,306	21		
									22	do	
									23	do	
									24	do	
							52,340	52,340	25		
							120,172	120,172	26		
5,327	1,795		129,065	4,794	6,094	4,742	35,825	207,245	27		
		6,500,000	7,450			100	750	8,510	28		
13,463	1,297	5,901,000	8,851	736	1,655	5,773	66,051	88,678	29	Includes Strat- ford and Huron.	
1,979	575	1,241,470	7,708	1,245	1,849	7,018	8,314	38,923	30		
			3,930	306	510			26,274	31	Not reported.	
									32	do	
							9,720	9,720	34	Formerly Euro- pean and North American R'y.	
	293		16,763			21,019	3,160	52,623	36		
									37	Not reported.	
	1,350	7,234,278	11,863		46,056	8,390	13,576	10,814	38	Includes Lake Simcoe Junc- tion Railway.	
250,972	5,961	3,071,846	4,708	17,700	28,633	19,099	8,075	94,300	39		
		7,735,612	16,101				5,517	23,999	40		
	10		4,970			1,342	12,154	92,511	41		
5,539	963		1,907		515	2,106	19,189	26,398	42		
4,039	969	11,729,270	14,421	1,490	2,250		11,691	46,773	43		
							29,787	29,787	44		

No. 6.—STATEMENT of Passenger Fares per Mile.

No.	Name of Railway.	Mileage.	Through Passengers.		Way Passengers.		Immigrants.		Remarks.
			1st Class.	2nd Class.	1st Class.	2nd Class.	Through.	Way.	
1	Albert.....	51 50	3		3				
2	Canada Central.....	162 50	3½		3½	2			
3	Canada Southern.....	326 60	2 100	1 75	2 88				Includes Brockville and Ottawa Railway.
4	Carillon and Grenville.....	13	3	2 30	3 10	3			Raftsmen.
5	Chatham Branch.....	9	3	2 3	3	2			2*
6	Uouburg, Peterboro' and Marmora.....	47	3						
7	Fredericton.....	22 50	3		4				
8	Grand Trunk and leased lines.....	1,390 25							Varying.
9	Great Western.....	898 62	2 029		2 683	2 636	1 002		Includes Branford, Norfolk and Port Burwell Railway.
10	London and Port Stanley.....		2 029		2 686	2 686			
11	Wellington, Grey and Bruce.....		2 029		2 686	2 686			
12	London, Huron and Bruce.....		2 029		2 686	2 686			
13	Hamilton and North Western.....	148 50	3		3	3	3		
14	Intercolonial.....	714	2	1½	3	2	1½		Not reported.
15	International.....	57 50			3				do
16	Kingston and Pembroke.....	61 50	3		3	3			do
17	Laurentian.....	15			3				do
18	Lévis and Kennebec.....	70			4				do
19	Massawippi Valley.....	36 75	3	2½					do
20	Montreal, Portland and Boston.....	33	3						do
21	Midland.....	139 20	3		3	2	1		do
22	Montreal and Vermont Junction.....	23	4	2½ to 3	2½ to 5	2½ to 3	2 to 3		
23	Stansfeld, Shefford and Chamby.....	43	3½		3½				
24	Waterloo and Nagog.....	23	2½		4				
25	New Brunswick.....	190	3		3½				
26	New Brunswick and Canada.....	120	3		3				
27	Northern.....	167 74	2		3		1½		2
28	Petitcodiac and Elgin.....	14	3		3				
29	Port Dover and Lake Huron.....	90 50	3		3				Includes Stratford and Huron Railway.
30	Prince Edward Island.....	198 50	3		3	2			Not reported.
31	Quebec and Lake St. John.....	25 50	3		3				do
32	Quebec Central.....	73 00			3½				
33	Quebec, Montreal, Ottawa and Occidental.....	117 65							





	92	67,981 83	53,557 27	8,164 80	230 50	129,703 90
34 St. John and Maine.....	12	3,704 37	9,711 35	.....	.....	15,646 22
35 St. Lawrence and Industry.....	59	84,026 31	79,021 97	11,807 70	2,381 55	177,240 53
36 St. Lawrence and Ottawa.....	161	29,386 87	18,851 60	7,592 97	3,922 93	59,754 37
37 South Eastern.....	105 50	69,660 93	121,835 64	10,868 86	1,829 05	204,114 48
38 Toronto and Nipissing.....	191	124,610 56	178,845 49	20,244 08	.....	323,700 13
39 Toronto, Grey and Bruce.....	56	5,873 17	11,656 63	211 72	767 53	18,489 05
40 Victoria.....	10 17	22,532 76	54,708 42	2,340 34	14,820 76	94,402 28
41 Welland.....	45	25,128 05	36,342 60	3,060 39	294 53	64,825 57
42 Western Counties.....	46 50	26,357 05	42,777 03	2,434 25	822 16	72,450 49
43 Whitby, Port Perry and Lindsay.....	84	52,648 65	42,839 64	6,208 70	1,849 47	103,546 46
44 Windsor and Annapolis.....	.....	.....	.....	.....	.....	.....
	6,143 49	6,386,325 27	13,129,191 14	795,797 65	208,763 95	20,520,078 01

Formerly European and North American Railway.  
Includes Lake Simcoe Junction Railway.

No. 8.--SUMMARY Statement of Operating Expenses.

Number	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.	Working and Repairs of Cars.	General Operating Expenses.	Total.	Remarks.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Albert.....	51-50	5,149 46	6,147 08	1,470 22	5,097 06	17,863 82	
2	Canada Central.....	162-50	69,774 96	56,702 45	10,747 04	70,949 61	208,174 06	Includes Brockville & Ottawa Railway.
3	Canada Southern.....	326-60	166,991 50	319,822 60	109,826 78	660,783 96	1,257,224 84	
4	Carillon and Grenville.....	13	2,568 00	4,653 51	.....	.....	7,221 51	
5	Chatham Branch.....	9	.....	.....	.....	.....	.....	Not reported.
6	Cobourg, Peterboro' and Marmora.....	47	2,565 14	2,320 00	810 00	10,465 00	16,160 14	
7	Fredericton.....	22-50	3,801 08	6,967 05	2,185 58	6,243 18	19,196 89	
8	Grand Trunk and leased lines.....	1390-25	1,220,397 26	2,498,864 93	747,904 87	2,520,374 89	6,990,541 95	
9	Great Western.....	898 62	688,979 88	730,691 58	361,381 28	1,264,520 29	2,945,673 03	Includes Brantford, Norfolk, and Port Barwell Railway.
10	London and Port Stanley.....	.....	12,177 09	13,352 53	2,840 97	12,245 67	40,616 26	
11	Wellington, Grey and Bruce.....	.....	174,506 66	73,570 09	14,508 97	57,171 20	319,756 92	
12	London, Huron and Bruce.....	.....	30,458 01	24,724 83	5,769 58	19,101 05	80,053 47	*Includes cars.
13	Hamilton and North Western.....	148-50	23,733 61	*7,298 59	.....	53,060 49	86,092 69	
14	Intercolonial.....	714	647,114 39	537,815 04	199,325 50	447,812 55	1,826,067 48	
15	International.....	57-50	4,042 72	1,529 55	.....	8,281 78	13,854 05	
16	Kingston and Pembroke.....	61-50	7,618 31	9,818 21	2,279 08	9,893 78	29,609 38	
17	Laurentian.....	15	2,982 50	2,714 45	220 17	1,856 65	7,773 77	
18	Levis and Kennebec.....	70	.....	.....	.....	.....	.....	Not reported.
19	Massawippi Valley.....	36-75	24,316 99	*25,736 80	.....	28,737 16	78,790 95	*Includes cars.
20	Montreal, Portland and Boston.....	32	.....	.....	.....	.....	.....	
21	Midland.....	139 20	58,674 34	*66,873 14	.....	42,480 52	168,028 00	*Includes cars.
22	Montreal and Vermont Junction.....	23	28,914 36	28,779,01	26,224 33	23,120 45	107,038 15	Operated by Vermont Railway.
23	Stanstead, Shefford and Chambly.....	43	28,324 85	16,390 53	7,756 85	11,814 57	64,288 80	
24	Waterloo and Megog.....	23	2,553 95	1,311 20	.....	1,256 78	5,121 93	
25	New Brunswick.....	190	.....	.....	.....	.....	.....	
26	New Brunswick and Canada.....	120	35,747 40	32,365 44	7,108 70	85,188 73	86,188 73	
27	Northern.....	167-74	81,231 86	88,040 67	20,374 57	38,150 15	113,361 69	
28	Pictouctiac and Elgin.....	14	1,175 75	2,855 59	83 00	231,951 87	421,698 97	
29	Port Dover and Port Huron.....	90-50	17,195 33	23,883 92	4,077 10	1,619 35	5,733 69	
30	Prince Edward Island.....	198-50	90,392 87	51,677 89	26,307 59	26,486 13	72,242 48	Includes Stratford and Huron Railway

31 Quebec and Lake St. John.....	25-50	10,993 05	4,527 50	2,124 16	2,822 82	20,487 53	Not reported.
32 Quebec Central.....	73	42,001 56	26,207 20	9,871 99	24,520 35	101,601 10	Not reported.
33 Quebec, Montreal, Ottawa & Occidental.....	117-66	4,010 59	2,351 29	675 00	2,829 93	9,866 81	Formerly European & North American Railway.
34 St. John and Maine.....	12	24,353 05	33,027 66	8,786 91	44,308 38	110,476 00	
35 St. Lawrence and Industry.....	59	20,203 82	12,775 66	2,115 65	23,401 23	58,496 36	
36 St. Lawrence and Ottawa.....	161	33,449 70	39,093 74	6,522 32	48,604 09	127,669 86	Includes Lake Simcoe Junction Railway.
37 South Eastern.....	105 50	42,322 85	57,908 79	11,768 78	95,000 99	207,001 11	
38 Toronto and Nipissing.....	191	3,181 43	3,475 73	1,151 69	3,604 64	11,413 49	
39 Toronto, Grey and Bruce.....	56	14,491 05	16,585 66	6,177 37	24,389 01	61,643 09	
40 Victoria.....	10-17	7,427 40	7,524 44	704 64	13,474 50	29,130 98	
41 Welland.....	45	12,566 87	12,578 41	2,500 99	17,116 80	44,763 07	
42 Western Counties.....	46-50	40,779 71	21,110 55	6,475 71	30,436 04	98,802 01	
43 Whitty, Port Perry and Lindsay.....	84	3,581,769 05	4,871,863 31	1,612,077 39	6,034,392 79	16,100,102 54	
44 Windsor and Annapolis.....	6143-49						

No. 9.—SUMMARY

Number.	Name of Railway.	Mileage	Passengers, Employés or Others.	Fell from cars or engines.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or head out of window.		Coupling cars.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Albert.....	51-50											
2	Canada Central.....	162-50	Others.....										
3	Canada Southern.....	326-60	{ Passengers Employés.. Others.....	3	1		1		1				1
4	Carillon and Grenville.....	13											
5	Chatham Branch.....	9											
6	Cobourg, Peterboro' & Marmora..	47											
7	Fredericton.....	22-50											
8	Grand Trunk.....	1,390-25	{ Passengers Employés.. Others.....	2	3	1	8						
				6	38	1	9		2		1	6	91
				1	2	2	5						
9	Great Western.....	898-62	{ Passengers Employés.. Others.....			1	4				1		1
					2	1					3		6
				1			1						
10	Wellington, Grey and Bruce.....		{ Passengers Employés.. Others.....										2
11	London and Port Stanley.....												
12	London, Huron and Bruce.....												
13	Hamilton and North Western.....	148-50	{ Employés.. Others.....	1					1		1		
14	Intercolonial.....	714	{ Passengers Employés.. Others.....	1	2	1	1	1	2		1		5
15	International.....	57-50											
16	Kingston and Pembroke.....	61-50											
17	Laurentian.....	15											
18	Lévis and Kénébec.....	70											
19	Massawippi Valley.....	36-75	Employés.....										1
20	Montreal, Portland and Boston...	32											
21	Midland.....	139-20	Others.....										
22	Montreal and Vermont Junction..	23	{ Employés.. Others.....		1								
23	Stanstead, Shefford and Chambly	43	Passengers.....				1						
24	Waterloo and Magog.....	23											
25	New Brunswick.....	190											
26	New Brunswick and Canada.....	120											
27	Northern.....	167-74	Employés.....		1								1
28	Petitcodiac and Elgin.....	14											
29	Port Dover and Lake Huron.....	90-50	{ Passengers Employés..	1					2				
30	Prince Edward Island.....	198-50	Employés.....	1									2
31	Quebec and Lake St. John.....	25-50											
32	Quebec Central.....	73											
33	Quebec, Montreal, Ottawa & Occi.	117-66											
34	St. John and Maine.....	92	Passengers.....										
35	St. Lawrence and Industry.....	12											
36	St. Lawrence and Ottawa.....	59											
37	South Eastern.....	161											
38	Toronto and Nipissing.....	105-50	Employés.....				1						
	Carried forward.....			17	54	9	50	4	5		5	8	110

OF ACCIDENTS.

Collisions, or by trains thrown from track.		Walking, standing, lying, or being on track.		Explosions.		Striking bridges.		Other causes.		Totals.		Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
		2								2		1
												2
											1	
	2									5		4
		3	2							3		2
												4
												5
												6
												7
4	15	1	1			2	6	4	1	3		13
		20	18						4	24		260
										23		29
										1		6
		1	2			1				2		11
										1		2
										1		1
												2
		2								2		10
												11
										2		12
		1								1		1
	1									1		4
		4	2							3		12
										4		2
												15
												16
												17
							1					2
												19
		3	1							3		1
									1			2
		1								1		1
										1		23
												24
												25
												26
												2
		1								2		28
										2		29
					2					1		4
												30
												31
												32
												33
		1								1		1
												35
												36
		1								2		37
												38
5	18	41	27		2	3	7	4	103	91	361	

No. 9—SUMMARY OF

Number.	Name of Railway.	Mileage.	Passengers, Employés or Others.	Fell from cars or engines.		Jumping on or off trains or engines when in motion.		At work on or near track, making up trains.		Putting arms or head out of win- dow.		Coupling cars.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	Brought forward.....			17	54	9	30	4	5	5	8	110	
39	Toronto, Grey and Bruce.....	191	Passengers..	1									
40	Victoria.....	56											
41	Welland.....	10 17	Employés.....	1									
42	Western Counties.....	45	Employés.....			1							
43	Whitby, Port Perry and Lindsay.	46 50	Employés.....					1					
44	Windsor and Annapolis.....	84	Others.....										
	Totals.....	6,143 49		19	54	10	30	5	5	5	8	110	

ACCIDENTS.—Continued.

Collisions, or by trains thrown from track.		Walking, standing, lying, or being on track.		Explosions.		Striking bridges.		Other causes.		Totals.		Remarks.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
5	18	41	27	.....	2	3	7	4	103	91	361	
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	43
.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	44
5	18	43	27	.....	2	3	7	4	103	97	361	

No. 10.—LINES of Railway owned by Coal and Iron Mines.

Name.	Length of Railway.	Gauge.	No. of Engines.	No. of Waggons.	Remarks.
<b>NOVA SCOTIA.</b>					
		ft. in.			
Albion Mines.....	9	4 8½	5	404	
Intercolonial.....	9¾	{ 5 6 } 4 8½	3	93	
Nova Scotia Coal Co.....	6½	5 6	2	78	
Vale Colliery.....	7¼	4 8½	2	.....	
Acadia Coal Co.....	4	4 8½	1	.....	
Spring Hill.....	6	4 8½	1	.....	
Steel Company of Canada.....	7	4 8½	4	75	
do do.....	2½	3 0	.....	.....	
	52¼	.....	18	650	
Gauge. Miles.					
5 ft. 6 in. 13½					
4 ft. 8½ in. 36½					
3 ft. 0 in. 2½					
Total..... 52¼					
<b>CAPE BRETON.</b>					
Campbellton.....	2½	3 6	1	45	
Glace Bay.....	1½	2 8½	1	134	
Glasgow and Cape Breton.....	19	3 0	4	.....	
Sydney and Louisburg.....	21	3 0	.....	204	
Gowrie.....	1½	3 7½	1	80	
International.....	14	4 8½	3	140	
Lingan.....	1	3 6	1	100	
Sydney.....	4	4 8½	4	170	
Victoria.....	4	4 8½	.....	.....	
	68½	.....	15	873	
Gauge. Miles.					
2 ft. 8½ in. 1½					
3 ft. 0 in. 40					
3 ft. 6 in. 3½					
3 ft. 7½ in. 1½					
4 ft. 8½ in. 22					
Total..... 68½					



No. 11—STATEMENT of Aid granted to Railways by Governments—*Concluded.*

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonus.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.....		15,143,633 33	753,646 97	54,945,784 20		
<b>QUEBEC GOVERNMENT.—<i>Concluded.</i></b>						
Quebec and Lake St. John.....			600,000 00			
South Eastern.....			444,000 00			
Laurentian.....			60,000 00			
Waterloo and Magog.....			172,000 00			
Quebec, Montreal, Ottawa and Occidental.....			7,879,000 00			
Quebec Central.....			461,500 00			
Montreal, Portland and Boston.....			85,000 00			
Lévis and Kennebec.....			369,000 00	10,815,146 97		
<b>NEW BRUNSWICK GOVERNMENT.</b>						
Albert.....			455,000 00			
Chatham Branch.....			32,000 00			
Grand Southern.....			410,000 00			
Fredericton.....			230,000 00			
New Brunswick.....			76,000 00			
New Brunswick and Canada.....			575,000 00			
Peticodiac and Elgin.....			70,000 00			
St. John and Maine.....			880,000 00			
St. Martins and Upham.....			150,000 00	2,878,000 00	300,000 00	300,000 00
<b>NOVA SCOTIA GOVERNMENT.</b>						
Halifax and Cape Breton Railway and Coal Company.....			623,682 00			
Nova Scotia, Nictaux and Atlantic Central.....			440,000 00			
Spring Hill and Parrsboro.....			139,680 00			
Western Counties.....			679,100 00	1,882,432 00		
		15,142,633 33		70,521,363 17		300,000 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO.</b>							
County of Hastings.....	Bellefille and North Hastings....	.....	.....	30,000 00	60,000 00	30,000 00	
Township of Madoc.....	do	.....	.....	30,000 00	.....	7,500 00	
Renfrew.....	Canada Central.....	.....	.....	.....	75,000 00	5,000 00	42,500 00
Horton.....	do	.....	.....	200,000 00	.....	.....	
Adamston.....	do	.....	.....	30,000 00	.....	.....	
Pembroke.....	do	.....	.....	15,000 00	.....	.....	
County of Elgin.....	Canada Southern.....	.....	.....	15,000 00	.....	.....	
Township of Towusend.....	do	.....	.....	25,000 00	.....	.....	
do Deerham.....	do	.....	.....	15,000 00	.....	.....	
do Anderson.....	do	.....	.....	15,000 00	.....	.....	
Town of St. Thomas.....	do	.....	.....	15,000 00	.....	.....	
Township of Malden.....	do	.....	.....	15,000 00	.....	.....	
Town of Amherstburg.....	do	.....	.....	7,500 00	.....	.....	
South Norwich.....	do	.....	.....	.....	.....	.....	
Northumberland and Durham Savings Bank.....	Cobourg, Peterboro' & Marmora.....	.....	.....	113,500 00	322,500 00	.....	
County of Oxford.....	Credit Valley.....	.....	.....	.....	113,500 00	.....	
do Wellington.....	do	.....	.....	200,000 00	.....	.....	
do Waterloo.....	do	.....	.....	135,000 00	.....	.....	
do Peel.....	do	.....	.....	110,000 00	.....	.....	
do Halton.....	do	.....	.....	75,000 00	.....	.....	
City of Toronto.....	do	.....	.....	70,000 00	.....	.....	
Town of Milton.....	do	.....	.....	350,000 00	.....	.....	
do Brampton.....	do	.....	.....	30,000 00	.....	.....	
do Ingersoll.....	do	.....	.....	20,000 00	.....	.....	
Village of Streetsville.....	do	.....	.....	60,000 00	.....	.....	
do Elora.....	do	.....	.....	20,000 00	.....	.....	
do Fergus.....	do	.....	.....	15,000 00	.....	.....	
	Carried forward.....	.....	.....	1,100,000 00	1,671,000 00	.....	42,500 00



Township of Nottawasaga	Hamilton and North Western	London, Huron and Bruce	20,000 00	774,000 00	100,000 00
do London	do	do	15,000 00		
do Stephen	do	do	17,500 00		
do Osburne	do	do	25,000 00		
do Hay	do	do	15,000 00		
do Goderich	do	do	15,000 00		
do E. Wawanosh	do	do	25,000 00		
do Hallet	do	do	25,000 00		
do Tuckersmith	do	do	10,000 00		
do Turberry	do	do	5,000 00		
do Morris	do	do	10,000 00		
do Stanley	do	do	10,000 00		
Village of Clinton	do	do	20,000 00		
do Exeter	do	do	10,000 00		
do Kincardine and Wigan	do	do	9,000 00		
City of London	do	do	100,000 00	311,500 00	
Thirolah	Midland		50,000 00		
Port Hope	do		30,000 00		
Orillia and Matchedash	do		12,500 00		
Town of Orillia	do		12,500 00		
Tay	do		21,370 85		
Omenee	do		2,000 00		
Mara	do		12,500 00		
Peterborough	do		4,000 00	144,870 85	
Township of Locheil	do				
do Kenyon	do		40,000 00		
City of Ottawa	do		40,000 00		
do	do		100,000 00		
City of Toronto	Northern		100,000 00	180,000 00	190,000 00
County of Simcoe	do				200,000 00
Town of Barrie	do		30,000 00		
do Orillia	do		12,500 00		
Townships of Collingwood, Euphrasia and St. Vincent	do		99,480 00	241,980 00	390,000 00
Woodhouse	Port Dover and Lake Huron		15,000 00		
Simcoe	do		10,000 00		
South Norwich	do		10,000 00		
Norwich and Woodstock	do		50,000 00		
East Oxford and Woodstock	do		26,000 00		
Town of Stratford	do		30,000 00		
County of Perth	do		40,000 00		
Town of Woodstock	do		20,000 00	200,000 00	
	Carried forward			4,381,850 85	582,500 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO—Continued.</b>							
	Brought forward.....				4,381,850 85		582,500 00
County of Prince Edward.....	Prince Edward County.....			60,000 00			
Town of Picton.....	do do.....			20,000 00			
Not stated.....	do do.....					100,000 00	
Village of Wellington.....	do do.....			2,500 00			
					82,500 00		100,000 00
Town of Stratford.....	Stratford and Huron.....			30,000 00			
County of Perth.....	do do.....			60,000 00			
Township of Mornington.....	do do.....			40,000 00			
do do.....	do do.....			10,000 00			
Town of Listowel.....	do do.....			15,000 00			
County of Perth.....	do do.....			20,000 00			
Township of Wallace.....	do do.....			10,000 00			
Town of Palmerton.....	do do.....			16,000 00			
do do.....	do do.....			20,000 00			
Township of Minto.....	do do.....			25,000 00			
do do.....	do do.....			80,000 00			
do do.....	do do.....			35,000 00			
do do.....	do do.....			15,000 00			
do do.....	do do.....			35,000 00			
do do.....	do do.....			40,000 00			
do do.....	do do.....			30,000 00			
do do.....	do do.....			10,000 00			
					530,000 00		
City of Toronto.....	Toronto and Nipissing and Lake Simcoe Junction Railways.....			150,000 00			
	do do.....			2,000 00			
Town of Uzbridge.....	do do.....			10,000 00			
Township of Scarborough.....	do do.....			30,000 00			
do do.....	do do.....			50,000 00			
do do.....	do do.....			10,000 00			
do do.....	do do.....			50,000 00			

Township of Eidon.....	do	do	44,000 00		
do Bexley.....	do	do	15,000 00		
do Somerville.....	do	do	15,000 00		
do Laxton, Digby and Langford.....	do	do	12,500 00		388,500
Albion.....	Toronto, Grey and Bruce.	do	40,000 00		
Caledon.....	do	do	45,000 00		
Mono.....	do	do	45,000 00		
Anarath.....	do	do	30,000 00		
Arthur.....	do	do	35,000 00		
Orangeville.....	do	do	15,000 00		
Mount Forest.....	do	do	20,000 00		
Toronto.....	do	do	350,000 00		
County of Grey.....	do	do	300,000 00		
Owen Sound.....	do	do	5,000 00		
Minto.....	do	do	15,000 00		
Howick.....	do	do	35,000 00		
Gorrie and Wroster.....	do	do	5,000 00		
Teeswater.....	do	do	5,000 00		
Culross.....	do	do	38,000 00		
Turnberry.....	do	do	5,000 00		
Town of Lindsay.....	Victoria.	do	85,000 00		988,000 00
Verulam, Somerville and Fenelon County of Haliburton.....	do	do	40,000 00		180,000 00
Fergus.....	Wellington, Grey and Bruce.	do	10,000 00		
Peel.....	do	do	40,000 00		
Flora.....	do	do	10,000 00		
Maryboro'.....	do	do	40,000 00		
Nichol.....	do	do	10,000 00		
Wallace.....	do	do	35,000 00		
Minto.....	do	do	65,000 00		
Bruce.....	do	do	278,000 00		
Howick.....	do	do	20,000 00		
Listowel.....	do	do	15,000 00		
Grey.....	do	do	35,000 00		
Elma.....	do	do	30,000 00		
Morris.....	do	do	30,000 00		
W. Wawanosh.....	do	do	18,000 00		
Ashfield.....	do	do	10,000 00		
Turnberry.....	do	do	28,000 00		
Kincardine.....	do	do	8,000 00		
	Carried forward.....			682,000 00	
					7,252,850 85
					682,500 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Name of Municipality.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>ONTARIO—Concluded.</b>							
Town of Whitty .....	Brought forward.....						682,500 00
Township of Whitty .....	Whitty, Port Perry and Lindsay			70,000 00		10,000 00	
do Reach .....	do			15,000 00			
do Scugog .....	do			30,000 00			
County of Victoria.....	do			2,000 00			
Village of Port Perry.....	do			85,000 00			
Brown & Patterson Manufacturing Co. ....	do			20,000 00			
	do			94 93	222,094 93		10,000 00
					7,454,945 78		692,500 00
<b>QUEBEC.</b>							
County of Compton.....	International					225,000 00	
St. Paul d'Abbotsford.....	Lake Champlain and St. Lawrence					20,000 00	
St. Pie .....	do					6,000 00	
L'Ange Gardien .....	do					9,000 00	
Caurobert .....	do					1,000 00	
Phillipsburg .....	do					5,000 00	
Not stated .....	do					15,000 00	
St. Lin .....	Laurentian					30,000 00	
St. Anne .....	do					25,000 00	
Laplaire .....	do			3,000 00			
Town of Lévis .....	Lévis and Kennebec				3,000 00		
Parish of St. Anselme .....	do						
Ascot .....	Massawippi Valley					40,000 00	
Hastley .....	do					25,000 00	
Townships of Melbourne and Brompton Gore .....	Missisquoi & Black River Valley					25,000 00	
							56,000 00
							55,000 00
							62,000 00
							65,000 00

Township of Ely.....	do	20,000 00							
do do North Stukely.....	do	20,000 00							
do do Bolton.....	do	20,000 00							
Chamby Canton.....	Montreal, Portland and Boston...								85,000 00
Chamby Basin.....	do								25,000 00
City of Quebec.....	Quebec and Lake St. John .....								100,000 00
St. Gabriel, Valcartier, St. Catherine and St. Raymond.....	do								
Parish of Sherbrooke.....	Quebec Central.....		7,000 00						
do do Dodswell.....	do	50,000 00							
do do Weedon.....	do	25,000 00							
County of Megantic.....	do	25,000 00							
City of Montreal.....	Quebec, Montreal, Ottawa and Occidental.....		150,000 00						
do do Quebec.....	do	1,000,000 00							
do do Three Rivers.....	do	1,000,000 00							
County of Ottawa.....	do	100,000 00							
St. Sauveur de Quebec.....	do	200,000 00							
Côte St. Louis.....	do	25,000 00							
Village of St. Thérèse.....	do	25,000 00							
Parish of St. Thérèse.....	do	12,000 00							
do do St. Jerome.....	do	10,000 00							
do do St. Jerome.....	do	15,000 00							
St. Scholaslique.....	do	10,000 00							
St. Andrews.....	do	25,000 00							
St. Jersusalem of Argenteuil.....	do	25,000 00							
Lavenir.....	South-Eastern.....		6,000 00						
County of Brome.....	do								
Township of Brome.....	do								
do do Sutton.....	do								
do do Potton.....	do								
do do Farnham.....	do								
do do Dunham.....	do								
Village of West Farnham.....	do								
do do East Farnham.....	do								
do do Waterloo.....	do								
do do Drummondville.....	do								
do do St. Oesaire.....	do								
County of Drummond.....	do								
Township of Wendon and Simpson.....	do								
do do Wickham.....	do								
do do St. Germain.....	do								
Town of Sorel.....	do								
	Carried forward.....		2,719,000 00						673,000 00

No. 11.—STATEMENT of Aid granted to Railways by Municipalities, &c.—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>QUEBEC—Concluded.</b>	Brought forward.....				2,719,000 00		673,000 00
Village of Astonvale.....	South-Eastern .....					15,000 00	
Township of Sheford .....	do .....					50,000 00	
do Roxton.....	do .....					20,000 00	
Village of Roxton Falls.....	do .....					15,000 00	
Township of West Wickham .....	do .....					10,000 00	
Municipality of Magog .....	Waterloo and Magog .....	15,000 00	15,000 00	25,000 00	25,000 00		578,000 00
City of Sherbrooke.....	do .....		15,000 00		2,750,000 00		1,251,000 00
<b>NOVA SCOTIA.</b>							
Township of Yarmouth .....	Western Counties .....			100,000 00			
Counties.....	do .....			175,000 00			
<b>NEW BRUNSWICK.</b>							
Hillsboro', Hopewell and Harvey Parishes.....	Albert.....			40,000 00			
Covedale, Hillsboro', Hopewell and Harvey Parishes.....	do .....			30,000 00			
City of Fredericton .....	Fredericton.....			50,000 00			70,000 00
County of York.....	do .....			30,000 00			
Parish of St. George.....	Grand Southern.....	2,250 00					
do Pennfield .....	do .....	500 00					
Lepreaux.....	do .....	250 00					
Town of Fort Fairfield .....	New Brunswick.....		3,000 00	12,000 00			



RETURN TO ORDER.

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EXPENDITURE

FOR

NORTH-WEST MOUNTED POLICE,

1876-7-8;

AND OF ALL

AMOUNTS PAID TO J. G. BAKER & CO.

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Printed by Order of Parliament.

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## 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.

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### 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 &amp; Co., 1875.

Am. Cy.	{ Feb. 5.—To stamping letters to date.....	\$20 30
\$70 99	{ To Cash paid for recovering 2 carbines from deserters.....	17 00
	{ Feb. 13.—To Cash paid for telegraph despatches.....	14 00
	{ To Cash paid for stamping letters.....	7 77
	{ do telegraph despatches.....	11 92
56 81	do Voucher No. 1.....	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 do 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.....	150 00
227 27	do do 21, Largent.....	250 00
152 54	do do 22, Ashby.....	167 80
64 32	do do 23, Zimmerman & Schwab.....	70 75
	do Freight on drugs and leather.....	17 32
171 18	do Maj. Walsh, for purchasing horses.....	100 00
\$3,609 03		\$3,969 93
Gold.		Am. Cy.

Received payment.

(Signed) J. G. BAKER &amp; Co.

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.

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 vouchers 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 endorsement 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.

I have, &c.,

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

Lieut.-Col. RICHARDSON,  
Acting Deputy to the Minister of Justice,  
Ottawa, Canada.

(Copy)

EXTRACT OF STATEMENT, being amounts for which there are no vouchers, details appearing on said statement: Baker & Co.

American Currency.	1875.		Gold.
\$ 20 30	Feb. 5.	—To stamping letters to-day.....	\$ 18 45
17 00	do	Cash paid for recovery of two carbines from deserters.....	15 45
14 00	do	Cash paid for telegraph despatches.....	12 73
7 77	do	do do stamping letters.....	7 06
11 92	do	do do telegraph despatches.....	10 83
17 32	do	do do freight on drugs and leather...	15 75
100 00	do	do do Major Walsh, for purchasing horses.....	90 91
<hr/>			
\$188 31			<hr/> \$171 18

(Copy.)

FORT BENTON, M. T., 30th January, 1875.

MAJ. WALSH: To Travis & Brown.

January 27.	—To 2 horses to hay and 1 feed grain.....	\$ 2 50
do 28	do do 3 do .....	4 00
do 29	do do 3 do .....	4 00
do 30	do do 2 do .....	2 00
		<hr/> \$12 50

Messrs. J. G. BAKER & Co. :—

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., wholesale 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 .....	4 50
1 French calf skin.....	7 00
59 feet cow-hide, at 35c.....	20 65
91½ lbs. oak sole-leather, at 58c.....	52 92
6 pairs men's lasts, at 90c.....	5 40
3 lbs. shoe thread, \$1.40.....	4 20
1 gross lasting tacks.....	0 50
12 lbs. iron sprigs, at 25c.....	3 00
1 Morocco skin .....	5 00
<b>Total .....</b>	<b>\$142 17</b>

Received payment,

(Signed) FRED. GARNER.

Certified,  
(Signed) JAMES F. McLEOD.

HELENA, M.T., 9th November, 187

HOSPITAL DEPARTMENT, North-West Mounted Police : Bought of H.M. Parcher, & Co.

	\$ cts.	\$ cts.	\$ cts.
2 oz. quinine .....	3 50	7 00	
½ lb. chloroform.....	2 00	1 00	
2 oz. hydrarg.-bichlorid. ..	0 15	0 30	
4 pints brandy, best .....	12 00	6 00	
2 lbs. quassia chips.....	0 25	0 50	
<b>Total .....</b>			<b>14 80</b>

Paid,

(Signed) PARCHEN & Co.

Certi ed.  
(Signed) JAMES F. McLEOD,

HELENA, M.T., 9th November, 1874.

VETERINARY SURGEON'S DEPARTMENT, North-West Mounted Police: Bought of  
H. M. Parchen & Co.

	\$	cts.	\$	cts.	cts.
5 lbs. tincture aconite.....	1	00	5	00	
5 " Venice turpentine.....	0	60	3	00	
10 " aloes.....	0	40	4	00	
10 " alum.....	0	15	1	50	
5 " tartaric acid.....	0	80	4	00	
5 " ammonia.....	0	45	2	35	
5 " black antimony.....	0	50	2	50	
3 " butter do.....	1	00	3	00	
1 " arsenic.....			0	20	
3 " calomel.....	3	00	9	00	
10 " gum camphor.....	0	55	5	50	
5 " cream tartar.....	0	35	1	75	
2 " croton oil.....	3	85	7	70	
6 " digitalis.....	0	90	3	60	
10 " ext. Goulard.....	0	65	6	50	
5 " iodine.....	2	00	10	00	
5 " oil juniper.....	1	10	5	50	
5 " sugar lead.....	0	50	2	50	
3 " mercurial ointment.....	1	50	4	50	
3 " gum myrrh.....	0	50	1	50	
3 " sulphuric acid.....	0	50	1	50	
10 " rosin.....	0	12	1	20	
5 " sulphur.....	0	15	0	75	
5 " saltpetre.....	0	15	0	75	
10 " sulphate iron.....	0	17	1	70	
10 " gentian.....	0	35	3	50	
5 " carb. potash.....	0	40	2	00	
1 " cantharides.....			2	50	
3 " tartar emetic.....	1	00	3	00	
1 1/2 " gum opium.....	15	00	7	50	
1 " ess. lemon.....			1	00	
100 " ground flaxseed.....			15	00	
1 " nitric acid fort., 75c; 4 oz. extract belladonna, 90c.....			1	65	123 90
1 " sesqui-carbonate ammonia, 60c.; 1/2 lbs. acetic acid, 45c.....			1	05	
1/2 doz. surgeon's sponges (large), \$1.50; 1 doz. sponges (small), \$1.80.....			3	30	
Total.....					6 00
					\$129 90

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.	\$ cts.
1 gall. sweet oil (can, 75c.).....	3 50	4 25	
1/2 " oil turpentine (can, 50c.).....	2 50	1 50	
8 oz. oil almonds.....		0 38	
2 " male fern.....		1 85	
4 oz. acid hydr.....		1 65	
1 lb. acid mtr.....		1 00	
8 " soap.....		0 60	
2 oz. acid chrom.....		1 85	
1 lb. acid tannic.....		2 50	
1 " tart.....		1 00	
2 lb. paregoric (bottle, 10c.).....		2 10	
4 " tinct. iron (bottle, 10c.).....		2 50	
8 oz. tinct digital.....		0 40	
8 " aconite.....		0 40	
8 " colchicum.....		0 40	
8 " aconite F.....		0 62	
1 bot. tinct. verat.....		1 75	
8 oz. " myrrh.....		0 40	
2 lb. " hyoscy.....		1 45	
3/4 gall. syr. squills (bottle, 25c.).....		2 65	
1/2 " cherry (bottle, 25c.).....		2 65	
2 lbs. vin. ipecac.....		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	
3/4 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. mercury and chalk.....		1 50	
1 " pre. chalk.....		0 50	
1 " bismuth.....		4 35	
1 " borax.....		0 50	
5 " slacked lime.....		0 50	
3/4 " caustic potass.....		0 75	
8 oz podophyl.....	0 75	6 00	
7 " leptandim.....	1 25	8 75	
1/2 lb. ext. hyoscy.....	6 00	3 00	
1/2 " cit. iron and quinine.....		4 50	
1 " Dovers powders.....		2 00	
1 " pd. orris root.....		0 30	
2 " " acacia.....	1 25	2 50	
1 mortar.....		2 25	
1 pill tile.....		2 25	
1 stethoscope.....		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 yds. oiled silk.....	2 00	6 00	
Test paper.....		0 25	
Amount of horse medicine.....			137 75
" priv. bill.—Major Walsh.....			21 50
			12 00
			<b>\$171 25</b>

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 20	2 00	
10 " pd. aloes bar.....	0 65	6 50	
4 " tartar emetic.....	1 25	5 00	
1 " pd. ginger.....		0 25	
5 " sulphur.....		1 00	
1 qt. tar bar.....		0 50	
1 " can.....		0 25	
1 bucket hoof ointment.....		2 00	
1 " ".....		1 00	
1 brush.....		1 50	
Needles and silk.....		1 50	
			\$21 50

HELENA, MONTANA, 9th January, 1875.

MAJOR WALSH, for North-West Mounted Police : Bought of R. S. Hale & Co.

	\$ cts.	\$ cts.	\$ cts.
2 lb. tooth powders.....	0 75	1 50	
3 tooth brushes.....		1 50	
3 mitrers, \$4.50, \$3.00, \$1.50.....		9 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 :

	Days.	Rate Per Day.	Total.
1 sorrel mare from February 4th to March 1st.....	24	cts. 10	\$ 2 40
1 roan do do 4th do 1st.....	24	10	2 40
1 brown horse do 4th do 1st.....	24	10	2 40
1 bay do do 5th do 1st.....	23	10	2 30
1 cream do do 6th do 1st.....	22	10	2 20
1 black do do 6th do 1st.....	22	10	2 20
1 bay do do 6th do 1st.....	22	10	2 20
Bob-tail grey horse do 6th do 1st.....	22	10	2 20
Chestnut sorrel mare do 12th do 1st.....	16	10	1 60
Brown bald-face horse do 12th do 1st.....	16	10	1 60
Total amount.....			\$21 50

Messrs. J. G. BAKER & Co.,

SIRS,—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,  
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.

**BOARD ACCOUNT of North-West Mounted Police at Missouri River, commencing  
December 25th, 1874, ending March 31st, 1875.**

Date.	Name.	Days Present.	Rations Per Day.	Amount.	Total.
1875.			cts.	\$ cts.	\$ cts.
December....	Sergeant Switzer .....	7	50	3 50	
do .....	Mathews.....	6½	50	3 25	
do .....	S. C. Rouse .....	7	50	3 50	
do .....	S. C. Davis.....	7	50	3 50	
1875.					13 75
January.....	Sergeant Switzer.. .....	31	50	15 50	
do .....	S. Mathews.....	30½	50	15 25	
do .....	S. C. Rouse.....	31	50	15 50	
do .....	S. C. Davis .....	20	50	10 00	
1875.					56 25
February....	Sergeant Switzer.....	27	50	13 50	
do .....	Corporal Mathews.....	24	50	12 00	
do .....	S. C. Rouse.....	28	50	14 00	
do .....	S. C. Davis .....	28	50	14 00	
1875.					53 50
March.....	Sergeant Switzer .....	3	50	1 50	
do .....	Corporal Mathews.....	3	50	1 50	
do .....	S. C. Rouse.....	3	50	1 50	
					4 50
	Total Amount.....				\$128 00
Four cords of wood for North-West Mounted Police Force, at Missouri River, @ \$4 per cord					16 00
					\$144 00
Board account of Major Walsh, at Missouri River, for 30 days, at 75 cents per day.....					22 50
					\$166 50

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.  
 January 10th—To 2 mail bags..... \$33 00  
 do 2 mail locks ..... 4 00  
 do 1 4-horse lash..... 2 50  
 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.

(Signed) J. M. WALSH,  
 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.

—  
 NORTH-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.

(Signed) JAMES F. McLEOD,  
 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.

(Signed) J. M. WALSH,  
 Inspector, N.-W.M.P.

This account is for forage supplied Inspector Walsh.

(Signed) J. F. McLEOD,  
 Assistant Commissioner.

SUN RIVER, M.T., 5th February, 1875.

J. G. BAKER & Co.,

Please pay M. Dunn, Esq., the sum of eighty-five dollars (\$85.00) for one bay horse, and charge to account North-West Mounted Police.

Signed) J. M. WALSH,  
Supt. and Inspector, N.-W.M.P.

Certified.

(Signed) JAMES F. McLEOD,

(Copy.)

SUN RIVER, 2nd March, 1875.

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) J. M. WALSH,  
Supt. and Inspector, N.-W.M.P.

Certified.

(Signed) JAMES F. McLEOD.

(Copy.)

SUN RIVER, M. T., 2nd March, 1875.

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.)

TETON, M. T., 3rd March, 1875

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.)

J. M. WALSH,  
Superintendent and Inspector, N.-W.M.P.

Certified,

(Signed) JAMES F. McLEOD

(Copy.)

[\$970.00.]

HELENA, MONTANA, 1<sup>st</sup>h February, 1875.

Messrs. J. G. BAKER &amp; Co.:

Pay to S. C. Ashby, or order, the sum of nine hundred and seventy dollars (\$970) for eleven horses, and charge same to account of 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 &amp; 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.

Certified,

(Signed) JAMES F. McLEOD.

(Copy.)

SUN RIVER, M.T., 4th February, 1875.

J. G. BAKER &amp; 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 &amp; 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.

(Copy.)

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,  
(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 sixty (\$60) 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,  
(Signed) JAMES F. McLEOD.

SUN RIVER, M.T., 5th February, 1875.

J. G. BAKER &amp; 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.

(Signed) J. M. WALSH,  
Superintendent and Inspector, N.-W.M.P.Certified,  
(Signed) JAMES F. McLEOD.

(Accepted.) J. G. BAKER &amp; Co.

(Copy.)

MISSOURI RIVER, M.T., 15th March, 1875.

Messrs. J. G. BAKER &amp; 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.

(Copy.)—Voucher No. 22.

HELENA MONTANA, 3rd July, 1875.

NORTH-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.

(Signed) 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 from Deer Lodge to buy horses .....	\$57 00
do 25	Cash paid Dr. J. S. Glick for medical attendance on Major J. M. Walsh .....	20 00
do 25	Cash paid, feeding horses, 13th to 25th. ....	22 80
do 25	600 lbs. of oats at 3cts.....	18 00
do 25	Shoeing horse .....	3 00
do 25	Weir & Pope—Medicine for Major Walsh.....	4 00
do 25	R. S. Hale & Co. do .....	2 50
do 25	Sam Scott do .....	4 00
do 25	Draft on Canada, for John Carroli.....	*34 50
do 25	Hire of sleigh and harness.....	2 00
		\$167 80

E. &amp; 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. WALSH,  
 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.

(Signed) J. M. WALSH.

Certified.

(Signed) JAMES F. McLEOD.

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 $\frac{3}{4}$ day, board and lodging.....	17 25
do 27—David J. Cochrane, $\frac{3}{4}$ 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.

		\$	cts
Gold.			
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
545 42	Bill rendered, grain. ....	595	00
3,115 52	B. & R. Benton house, Nov. 25th, statement of accounts.....	3,400	06
1,044 15	Orders paid, bill rendered.....	1,149	52
435 42	Bill for hauling, rendered.....	475	00
254 61	Merchandise bill rendered.....	277	75
		\$21,096	69
19,323 52			
1,852 12	Customs. Deduct private order.....		10 00
		\$21,086	69
17,471 40			
	By contra bill rendered.....		2,021 12
	Gold draft on Bank of Montreal, Montreal, at 1.09 $\frac{1}{2}$ , \$17,471.40	\$19,065	57
	Received check on Bank of Montreal for the above.		

(Signed) J. G. BAKER & Co.

(Copy.)

9th January, 1875.

CHARLES E. CONRAD (for J. G. Baker.)

1874.

December 23.—To	Custom duties .....	7.....	\$455 47
do 24	do do .....	8.....	523 28
January 9	do do on horse 18.....		107 30
do 4	James Brown's entry 16.....		103 49
December 15	Sale of Bona's horse .....		60 00
	Antoine Lachapelle 17.....		52 83
January 8	Samples order. ....		382 75
	Cash .....		167 00
			\$1,852 12

American currency.....\$2,021 12.

(Copy.)

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 of 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.

(Copy.)

## NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker &amp; Co.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
10,000	lbs. grain.....	0 04½	450 00	
36,000	do flour.....	6 78	2,440 80	
14,175½	do bacon.....	0 21	2,976 85	
450	do tea.....	0 62½	281 25	
3,200	do sugar.....	0 16	512 00	
2,000	do salt.....	0 05½	115 00	
37	do pepper.....	0 47	17 39	
2,000	do beans.....	0 12	240 00	
2,000	do rice.....	0 17	340 00	
50	gallons syrup.....	1 50	75 00	
50	do coal oil.....	0 75	37 50	
5	boxes candles.....	11 25	56 25	
300	lbs. soap.....	0 13½	40 50	
72	do castile soap.....	0 22½	16 20	
1	No. 8 cook stove, extension top.....		75 00	
7	No. 7 and No. 8 cook stoves, extension tops.....	45 00	315 00	
275	under-shirts.....	1 16½	320 83	
324	pairs drawers.....	1 16½	378 00	
24	over-shirts.....	2 00	48 00	
26	do.....	3 25	84 50	
50	do.....	3 50	175 00	
300	pairs wool socks.....	0 39½	118 75	
72	do gloves.....	0 37½	27 00	
216	do do.....	0 61½	135 00	
150	blankets.....	3 37½	*1,012 50	
150	pairs brogan shoes.....	1 83	274 50	
150	towels.....	0 45½	68 75	
67	window sashes.....	1 25	83 75	
4,000	feet 1-inch lumber.....	0 05	200 00	
500	do 2-inch do.....	0 05	25 00	
4,828	lbs. potatoes.....	0 03	144 84	
300	do cut nails.....	10 50	31 50	
				11,116 66
	*By error in extention.....			506 25
				<b>\$10,610 41</b>
	Gold.....			<b>\$9,723 66</b>

Not receipted.

Certified correct

(Signed) J. F. McLEOD,  
Assistant Commissioner.

(Copy.)

## NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker &amp; Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
135 pairs moccasins.....	1 00	135 00	
50 papers needles.....	0 20	10 00	
60 do Sharp's needles.....	0 10	6 00	
12 lbs. assorted linen thread.....	3 00	36 00	
4½ do saddiers' silk.....	15 00	71 25	
12 gross pant buttons.....	0 75	9 00	
6 doz. papers pins.....		6 00	
1 piece flannel, 60 yards.....	0 50	30 00	
10 lbs. cotton batting.....	0 40	4 00	
12 doz. black dress braid.....	2 00	24 00	
1 piece Taylor's canvas, 26¾ yards.....	0 40	10 70	
1 do brown sheeting, 41¾ do.....	0 20	8 35	
3 pairs scissors.....	1 50	4 50	
4 sad-irons.....	1 50	6 00	
150 tin plates.....		25 00	
144 tin cups.....		21 00	
151 knives.....	0 25	37 75	
146 forks.....	0 25	36 50	
204 table spoons.....		25 00	
12 12-quart camp kettles.....	2 75	33 00	
6 iron forks.....		1 50	
12 pans.....	0 75	9 00	
18 wash boards.....	0 50	9 00	
1 pair platform scales.....		21 00	
4 heavy door locks.....	4 00	16 00	
1 doz. do.....		36 00	
1 do padlocks.....		9 00	
1 do hasps and staples.....		6 00	
6 papers brads.....		1 00	
6 do tacks.....		1 00	
2 paire 12-inch strap hinges.....	1 50	3 00	
4 do 10 do.....	1 25	5 00	
12 do 8 do.....	0 62½	7 50	
12 do 6 do.....	0 37½	4 50	
1 gross 1½ inch screws.....		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	
41 lbs. bullion tobacco.....	0 90	36 90	
1 case matches.....		9 00	
66 lbs. 1½ inch rope.....	0 30	19 80	
82 do ¾ do.....	0 30	15 60	
6 balls hardware twine.....	0 50	3 00	
2 log chains.....	5 00	10 00	
20 lbs. putty.....	0 25	5 00	
24 lamps.....	1 00	24 00	
2 stand lamps.....	2 50	5 00	
18 doz. medium lamp chimneys.....	3 00	54 00	
2 gross lamp wicks.....	2 00	4 00	
12 lanterns.....	2 00	24 00	
12 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	
11 stone jugs ink.....	0 75	8 25	
1 doz. small jugs ink.....		2 40	
½ doz. bottles mucilage.....	6 00	3 00	
6 bottles carmine ink.....	0 75	4 50	
2 glass ink stands.....	1 00	2 00	

## North-West Mounted Police: Bought of J. G. Baker &amp; Co.—Continued.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
2	gross pens.....	2 25	4 50	
4	doz. pen holders.....		1 00	
6	lbs. glue.....		2 25	
1	gross cedar pencils.....		2 25	
3	shipping books.....	1 25	3 75	
3	do.....	0 75	2 25	
22	memoranda books.....	0 40	9 60	
1	small cooking stove.....		40 00	
86	joints stove pipe.....	0 75	64 50	
8	do.....	0 50	4 00	
15	elbows.....	0 75	11 25	
1	heating stove and drum.....		35 00	
3	doz. claw hammers.....	18 00	9 00	
1	box 10×12 glass.....		8 50	
2	clocks.....	7 00	14 00	
9	galls. neatsfoot oil.....	3 50	31 50	
1	gross Mason's blacking.....	18 00	9 00	
1	doz. thumb latches.....		3 00	
1	doz. coal oil cans.....	12 00	6 00	
1	set measures.....		3 50	
4	assorted funnels.....	0 37½	1 50	
49	galls. vinegar.....	1 00	46 00	
5	baking pans.....	0 75	3 75	
12	do small.....	0 50	6 00	
6	assorted awls.....	0 25	1 50	
3	pkgs. darning needles.....		3 00	
1	10 lb. can mustard.....	0 75	7 50	
3	doz. butcher knives.....	7 50	22 50	
3	sacks (70 lb.) duck shot.....	0 20	14 00	
6	gross hooks and eyes.....	0 50	3 00	
31½	doz. snaps.....	1 75	54 39	
1	gross pant buckles.....		3 00	
35	lbs. sole leather.....	0 60	21 00	
1	side kipp do.....		6 00	
2½	gross roller buckles.....	6 00	15 00	
1	do rings.....		4 00	
4	do rivets and burrs.....	2 00	8 00	
30	lbs. rosin.....	0 15	4 50	
3	do beeswax.....	0 60	1 80	
1	pair cutting plyers.....		1 50	
3	lbs. shoe thread.....	1 50	4 50	
28	do russet leather.....	0 65	18 20	
11	pick-handles.....		6 88	
2	doz. brooms.....	6 00	12 00	
1	do bed cords.....		6 00	
½	doz. male syringes.....	9 00	4 50	
1	thermometer.....		2 50	
6	bars ½ in. rod iron, 43 lbs.....	0 12½	5 38	
12	do do 256½ lbs.....	0 15	38 47	
44	lbs. iron wire.....	0 20	8 80	
3	brls. drier apples, 616 lbs.....	0 25	154 00	
1,000	do hard bread.....	0 12½	125 00	
2	doz. halters.....	22 00	44 00	
1	gross lamp wicks.....		2 00	
2	boxes 8×10 glass.....	7 50	15 00	
1	muckasses gate.....		1 00	
2	broad-axe handles.....	0 50	1 00	
2	adze handles.....	0 50	1 00	
109½	doz. yeast powders.....	3 25	355 63	
1	paper zinc nails.....		0 50	
2	do copper nails.....	0 75	1 50	
6	do shoe do.....	0 25	1 50	
4	doz. stay binding.....	0 75	3 00	

North-West Mounted Police : Bought of J. G. Baker & Co.—Continued.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
6 doz. stay binding .....	1 00	6 00	
2 do do .....	1 25	2 50	
3 doz. ladles .....		1 50	
2 bags shoe pegs .....	1 50	3 00	
1 doz. collar needles .....		0 38	
3 do good pen holders .....		0 75	
1 lb candles .....		0 35	
14 lbs. 3/4 in. rope .....		5 60	
1 axe and helve .....		2 50	
2 bunches bed cords .....	0 50	1 00	
*Paid for repairing watches .....		10 00	
12 coal oil hand lamps .....	1 00	12 00	
			\$2,349 98
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.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1874.		\$ cts.	\$ cts.
Sept. 30.....	Freight bill, B.L. rendered.....	220 05	
Oct. 6.....	do do .....	415 12	
do 12.....	do do .....	1,603 80	
			\$2,238 97

Certified to be correct.

(Signed) J. F. McLEOD,  
 Assistant Commissioner.

Transport.—Benton to Fort McLeod, rates, 2½ cents per lb.

(Signed) J. F. M.

(Copy.)

NORTH-WEST MOUNTED POLICE : Bought of J. G. Baker & Co.

	\$ cts.	\$ cts.
7,000 lbs. oats, @ 4½ cents .....	315 00	
Freight on same, @ 4 cents per lb.....	280 00	
		\$595 00

Certified to be correct.

(Signed) JAMES F. McLEOD,  
 Assistant Commissioner.

FORT McLEOD, B.P.,  
 20th December, 1874.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

		\$ cts.	\$ cts.
1874.			
Oct. 21.....	Paid Col. French, order from Galbraith.....	1 50	\$ cts.
do 21.....	R. Christian, for telegraphic despatches.....	76 80	
Nov. 7.....	Major McLeod, order favor of Power & Bro.....	290 18	
do 12.....	Major Walsh, do Potts.....	50 00	
do 17.....	do do Hamilton & Co.....	234 18*	
do 24.....	Fredericks, Helena, for telegraphic despatches.....	20 40	
do 25.....	Major Walsh, order in favor of Ashby.....	236 50*	
do 26.....	do do Largent.....	278 95*	
do 25.....	A. B. Hamilton, account enclosed.....	110 30*	
do 25.....	for 40,000 lbs. oats, at Sun River, @ 5 cents.....	2,000 00	
do 25.....	for drugs.....	89 25	
	Freight from Benton to Fort McLeod on drugs, 300 lbs. @ 4 cents.....		\$3,388 06
			12 00
			\$3,400 06
	Gold.....		\$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.

		\$ cts.	\$ cts.	\$ cts.
1875.				
Oct. 20th.....	11 axe-helves.....	2 50	3 20	
do .....	1/2 box axle grease.....	10 00	3 33	
do .....	1,484 lbs. oats.....	0 07 1/2	111 30	
do .....	1 fork.....		1 50	
do .....	Reward for gun found.....		5 00	
do .....	1,118 lbs. oats.....	0 07 1/2	83 85	
do .....	2 forks.....	1 50	3 00	
do .....	4 cow skins.....	1 00	4 00	
do .....	1 stack of hay.....		75 00	
				\$290 18
	Gold.....			\$266 00

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) JAMES F. McLEOD,  
Assistant Commissioner.

To Messrs. J. G. BAKER & Co.,  
Benton.

(Copy.)

HELENA, M.T., 8th November, 1874.

McLeod's messages amount to .....	\$20 40
Your message to Smith amounts to.....	4 54
Total.....	\$24 94

Received payment.

(Signed) FREDERICK.

(Copy.)

FORT BENTON, MONTANA.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

	\$ cts.	\$ cts.	\$ cts.
1/2 lb potass. iodid.....		5 00	
1/2 " " bromid.....		2 00	
1 " " nitrate.....		2 50	
1/2 " " chlorate.....		1 00	
1/2 " soda bicarbonate.....		0 25	
1/2 oz. morphia acetat.....		6 00	
4 " pulv. opii.....		6 00	
1 lb tinc. do.....	1 50	4 50	
1/2 " " nuc. vom.....		1 00	
1/2 " acid nitro min. oil.....		0 75	
4 oz. pulverized ipecac.....		2 50	
1 lb " jalap.....		3 00	
1 " emplast. cantharid.....		3 50	
1/2 oz. oil, croton tig.....		0 25	
5 " cotton batting.....		2 50	
8 " s. spts. nitre.....		10 00	
4 " sulph. ether.....		14 00	
2 " tinc. opium.....		7 00	
4 " hartshorn.....		6 00	
1 demijohn.....		1 50	
Express charges from Helena.....		10 00	
			\$89 25
Gold.....			\$81 82

Certified to be correct.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co.

		Gold.	Currency.
Oct. 15.....	Paid order in favor of Joe Carr .....	\$45 84	\$50 00
do 17.....	do do H. Taylor .....	9 17	10 00
do 17.....	do do Jas. Palmer.....	25 30	27 60
do 17.....	do do R. W. Buckland.....	126 55	137 50
do 21.....	do do Joe Carr.....	35 46	38 68
do 21.....	do do H. S. Baker .....	5 50	6 00
do 23.....	do do H. A. Kanouse.....	41 25	45 00
do 23.....	do do Jas. Palmer.....	11 92	13 00
do 27.....	do do Wetzel & Co.....		10 00
Nov. 1.....	do do do .....	84 04	91 57
do 1.....	do do Big Horn .....	13 75	15 00
do 1.....	do do Joe McMullen.....	23 84	26 00
do 3.....	do do H. A. Kanouse.....	61 77	67 38
do 11.....	do do H. Kountz .....	75 63	82 50
do 30.....	do do T. Lacey .....	100 84	110 00
Dec. 2.....	do do L. Wallace.....	59 32	65 80
do 4.....	do do L. Wallace.....	13 30	14 50
do 16.....	do do A. D. McPherson.....	25 00	
do 16.....	do Premium on gold 9 $\frac{1}{2}$ .....		274 99
do 16.....	do in favor of Morriseau .....	58 69	64 00
By payment private order to Wetzel & Co., improperly charged.....		\$1,044 15	\$1,149 52
			10 00
			\$1,139 52

Certified.

(Signed,) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

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, \$45.84.)

(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.,  
Benton.

(Copy.)—\$27.60.

OLD MAN'S RIVER, 17th October, 1874.

Please pay to the order of James Palmer, twenty-seven dollars and sixty cents (\$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 5½ tons of hay bought from him for the North-West Mounted Police.

(Gold \$125.55.)

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

To J. G. BAKER & Co.,  
Benton.

\$38.68.

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. BAKER & Co.,  
Benton.

\$6.00.

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.

NORTH-WEST MOUNTED POLICE: To W. S. Wetzel & Co., Dr.

October 13th—To	27 $\frac{1}{2}$ .....	\$ 97 12 $\frac{1}{2}$
do	326 lbs. bacon, 25 cts. ....	81 50
do	1 $\frac{1}{2}$ dozen axe helves, 9 dollars.....	13 50
do	5 gallons syrup, private account....	10 00
do	1 pitch fork.....	2 50
do	105 buffalo robes.....	446 25

-----  
\$650 87 $\frac{1}{2}$

By 5 gallons of syrup..... \$ 10 00  
Draft accepted by Baker & Co..... 549 30

-----  
559 30

-----  
\$91 57 $\frac{1}{2}$

Received payment, by order, on Baker & Co.

(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.

STAND OFF, 1st November, 1874.

Messrs. J. G. BAKER &amp; 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 5½ 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.

(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. currency, 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) JAMES F. McLEOD,  
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.

(Copy.)—\$274.99.

NORTH-WEST MOUNTED POLICE,  
FORT McLEOD, 16th December, 1874.

Please pay A. D. Macpherson, or order, two hundred and fifty-two dollars<sup>s</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.

NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co.

1874.		\$	cts.	\$	cts.	
Oct.	15...	Use of 6 yoke cattle from Milk River to Fort McLeod—8 days.....	10	00	80	00
Nov.	4...	2 teams hauling hay .....	10	00	20	00
do	5...	2 do .....	10	00	20	00
do	6...	2 do .....	10	00	20	00
do	7...	1 team hauling logs and timber.....	7	00	7	00
do	8...	2 teams hauling do .....	7	00	14	00
do	9...	2 do do .....	7	00	14	00
do	9...	2 do hay .....	10	00	20	00
do	10...	2 do logs.....	5	00	10	00
do	10...	2 do rocks .....	10	00	20	00
do	11...	2 do do .....	10	00	20	00
do	12...	2 do rock and wood .....	10	00	20	00
do	13...	2 do do .....	10	00	20	00
do	16...	2 do rock— $\frac{1}{2}$ day.....	10	00	10	00
do	17...	2 do timber .....	10	00	20	00
do	18...	2 do do .....	10	00	20	00
do	21...	2 teams snaking logs.....	5	00	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	25...	2 do logs .....	10	00	20	00
do	26...	1 do do .....	10	00	10	00
do	26...	1 do do $\frac{1}{2}$ day.....			5	00
do	26...	1 team snaking logs— $\frac{1}{2}$ day.....			2	50
do	27...	1 team hauling hay .....			10	00
Dec.	3...	1 do $\frac{1}{2}$ day.....	10	00	5	00
do	3...	1 team snaking— $\frac{1}{2}$ day.....	5	00	2	50
do	4...	1 team hauling.....			10	00
do	5...	1 do .....			10	00
do	6...	1 do .....			10	00
do	11...	1 team, Weatherwax Hill hay.....			5	00
do	11...	1 team— $\frac{1}{2}$ day .....	10	00	5	00
do	11...	2 teams do .....	10	00	10	00
Total .....						\$475 00

Certified.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

## NORTH-WEST MOUNTED POLICE: To J. G. Baker &amp; Co.

1874.		\$ cts.	\$ cts.
Nov. 1...	To 2 doz. axe helves.....	5 00	10 00
do 1...	2 lbs. thread, \$8: 1 paper needles, 50 cts.....		8 50
do 10...	1 can mustard (per Marlin).....		0 50
do 17...	1 pair moccasins (per Winder).....		1 00
do 17...	1 camp kettle.....		3 50
do 17...	1 padlock.....		1 00
do 17...	8 cow skins.....	1 50	12 00
do 28...	9 window lights (per Crozier).....	0 40	3 60
do 28...	1 paper tacks (per Jackson).....		0 25
Dec. 1...	6 lights glass (per Osgood).....	0 40	2 40
do 4...	1 sack hominy.....		12 00
do 10...	paid Indian for 36 pairs moccasias.....		13 00
do 10...	2 doz. axe helves.....	5 00	3 75
do 10...	11 cow skins.....	1 50	16 50
do 16...	1 paper tacks.....		0 25
do 22...	3 kegs of syrup.....	12 50	37 50
do 28...	1 horse *.....		100 00
do 28...	Postage stamps.....		30 00
Jan. 6...	1 heating stove.....		20 00
do 6...	paid Indian for dressing robes.....		2 00
Total.....			\$277 75

\*This horse was Leville's, the Cree 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.

S.R.—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	48"	Circular Saw.....	65 00
1	36"	Low patent shingle mill.....	240 00
1	...	Jointer.....	50 00
4	...	Feet of 8" belt for shingle mill.....	29 00
4	...	" 4" " jointer.....	15 00
1	2"	Mandril.....	11 20
1	3"	".....	12 80
1	12"	Rip saw .....	3 50
1	16"	Crosscut saw.....	4 75
80	...	Feet of 4" belt for mandril... ..	22 20
30	...	" extra gas pipe and coupling.....	6 00
1	...	Patent monkey and cutting wrench.....	6 00
1	...	Yard plain gum.....	4 20
2	...	Extra rack pinions.....	5 00
6	...	Pieces 7, and 4 pieces safety way-iron.....	11 00
2	...	Extra "C" rolls and stands.....	8 00
1	...	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
			\$2,652 90

Approved.

(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.

		\$	cts.	\$	cts.
.....	Pay of force, per statement .....			18,481	98
1	Miscellaneous supplies .....			5,186	74
2	do .....			5,328	13
3	do .....			1,181	44
4	do .....			86	75
5	do .....			1,259	10
6	do .....			1,294	72
7	do .....			100	50
8	do .....			271	55
9	do .....			273	91
10	do .....			1,509	00
11	do .....			890	88
12	do .....			472	15
13	Hay, Fort Walsh .....			3,375	00
64	Miscellaneous supplies .....			415	40
65	do .....			2,261	60
66	do .....			97	17
67	Oats .....			374	72
68	Freighting supplies .....			1,522	07
69	Hay, Fort McLeod .....			2,537	00
70	do Bow River .....			1,845	71
71	Medicines supplied .....			30	49
72	Miscellaneous supplies .....			2,643	75
73	Medicines supplied .....			103	48
74	do .....			200	35
75	Freighting stores .....			15	00
83	Telegrams .....			18	28
84	do .....			63	09
94	Cartridges .....			2	91
95	Castor oil .....			0	68
96	Postage .....			13	95
101	Telegrams .....			24	04
109	do .....			15	23
111	Building barrack at Bow River .....			2,130	00
113	Freight charges, &c. ....			271	17
114	Toll dues .....			1	14
115	do .....			1	36
116	Tape and wax .....			5	91
117	Miscellaneous supplies .....			431	50
118	Freighting stores .....			21	14
119	Miscellaneous supplies .....			211	03
120	do .....			226	10
121	do .....			29	62
122	do .....			32	37
152-53	Use of lodge .....			4	00
177	Telegrams .....			88	33
182	Postages .....			11	59
212	Ink .....			1	50
241	Postage .....			31	75
261	Miscellaneous supplies .....			12	90
262	do .....			124	60
263	Transport of stores .....			134	04
264	Miscellaneous supplies .....			361	68
265	do .....			3,727	36
266	do .....			41	82
				\$59,792	67
1	do .....	\$6,729	21		
2	do .....	3,624	63		
3	do .....	6,587	10		
4	do .....	1,100	00		
5	Freight on steam saw mill .....	3,925	00		
6	Horses, &c .....	342	03		
	Travelling expenses, &c .....				

SCHEDULE A.—Statement of payments made to Messrs. J. G. Baker & Co., &c.—  
Continued.

		\$ cts.	\$ cts.
32	Carrying mails .....	5 46	\$59,792 67
49	Sundry payments, &c.....	4,222 84	
50	Freighting stores, &c.....	397 45	
51	Miscellaneous supplies.....	1,054 21	
52	do .....	11,765 74	
53	do .....	15,033 72	
54	Paid Indians, buffalo robes, dressed.....	93 09	
55	Miscellaneous supplies .....	704 18	
56	Beef .....	430 37	
69	Carrying mails.....	113 66	
95	Cow skin.....	1 81	
104	Miscellaneous supplies.....	1,120 73	
105	do .....	472 58	
107	Expenses, Cypress Hills massacre .....	5,252 00	
141	Horse-shoe nails.....	3 37	
	Total .....		62,979 18
			\$122,771 85

## 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
Subsistence .....		30,438 29
Clothing .....		2,608 75
Arms and ammunition .....		27 91
Travelling expenses .....		598 94
Freight and transport.....		4,018 21
Horses and equipment.....		6,850 02
Oxen, carts and harness .....		127 63
Forage .....		31,428 25
Sleighs, waggons and buggies.....		406 42
Buildings and repairs.....	2,130 00	
do .....	1,100 00	
do .....	1,361 91	
		4,591 91
Stationery.....		287 00
Barrack and camp equipment.....		2,877 96
Fuel and light .....		1,104 75
Telegrams .....		208 97
Postages.....		57 29
Blacksmiths' stores.....		707 92
Hospital expenses .....		1,342 32
General stores.....		6,951 14
Rents.....		49 46
Farming implements .....		1,887 92
Legal expenses, &c.....	2,272 40	
do .....	191 83	
do .....	5,252 00	
do .....	2 50	
		7,718 82
Total.....		\$122,771 85

## STATEMENT of Vouchers for Pay of Force.

1876.					\$ cts.	\$ cts.
236	April.....	Inspector Crozier.....	Order Account Pay.....			50 00
267	Feb. 22...	J. M. Walsh.....	B. Division.....	Dec., 1875	372 63	
268	do 22...	do .....	do .....	Jan., 1876	1,342 54	
269	do 22...	Baker & Co .....	Commission.....		42 88	1,758 06
270	March .....	Inspector Brisebois .....	F. Division.....	do 1876	908 00	
271	do .....	A. G. Irvine.....	C. Division.....	do 1876	1,265 75	
272	do .....	do .....	do .....	do 1876	1,175 25	
273	do .....	Baker & Co .....	Commission.....		83 72	3,432 72
274	do .....	J. M. Walsh.....	B. Division.....	Feb., 1876	1,311 93	
	do .....	Baker & Co .....	Commission.....		32 79	1,344 72
	April.....	J. M. Walsh.....	B. Division.....	Mar., 1876	1,331 93	
	do .....	Baker & Co .....	Commission.....		33 30	1,365 23
	do .....	A. G. Irvine.....	C. Division .....	do 1876	1,372 75	
	do .....	Baker & Co .....	Commission.....		34 31	1,407 06
	May .....	E. A. Brisebois .....	F. Division .....	do 1876	823 00	
	do .....	do .....	Working Pay.....		396 00	
	do .....	Baker & Co .....	Commission.....		30 47	1,249 47
	do .....	J. M. Walsh.....	B. Division.....	April, 1876	1,248 90	
	do .....	Baker & Co .....	Commission.....		31 22	1,280 12
	do .....	E. A. Brisebois.....	F. Division .....	do 1876	836 75	
	do .....	Baker & Co.....	Commission.....		20 91	857 66
	June .....	L. N. F. Crozier.....	B. Division.....	May, 1876	1,325 53	
	do .....	Baker & Co .....	Commission.....		33 13	1,358 66
	do .....	A. G. Irvine.....	C. Division.....	do 1876	1,189 01	
	do .....	do .....	Working Pay .....		8 00	
	do .....	E. A. Brisebois .....	F. Division .....	do 1876	742 25	
	do .....	Baker & Co.....	Commission.....		48 48	1,907 74
	July .....	A. G. Irvine.....	C. Division.....	June, 1876	1,435 44	
	do .....	Baker & Co .....	Commission.....		28 50	1,463 94
	do .....	E. A. Brisebois .....	F. Division.....	do 1876	918 25	
	do .....	Baker & Co .....	Commission.....		18 36	936 61
			Total.....			\$18,481 98

(Copy.)

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 &amp; Co., the sum of fifty dollars (\$50), being the amount of the annexed account.

(Signed) L. N. F. CROZER.

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:

Major J. M. Walsh's, receipt, January 20th, for .....	\$ 372 63
do do February 1st, for.....	1,342 54
Add $2\frac{1}{2}$ per cent. commission.....	42 88

Making total.....	\$1,758 05
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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 &amp; Co.

We have sent Commissioner Irvine duplicate vouchers and retained the triplicates.

Col. H. RICHARDSON,  
Department of Justice,  
Canada.

(Copy.)

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.....	\$ 72 63
One dollar bills.....	100 00
Two do do .....	200 00
	\$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:—

Twenty-five cent scrip.....	\$ 42 54
One dollar bills .....	700 00
Two do do .....	600 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.

(Copy.)

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 2½ per cent., \$42.88 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 &amp; Co.

Lt.-Colonel H. RICHARDSON,  
Department of Justice,  
Ottawa, 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 January.....	\$ 908 00
Major Irvine's receipt, February 24th, for month of January .....	1,265 75
Major Irvine's receipt, February 29th, for month of February.....	1,175 25
Commission 2½ per cent.....	83 72
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 &amp; Co.

Col. HUGH RICHARDSON,  
Department of Justice,  
Ottawa.

ST. LOUIS HOTEL,  
Samuel Schwab, Proprietor.

HELENA, M. T., 9th March, 1876.

DEAR SIR,—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 &amp; Co.

Col. HUGH RICHARDSON,  
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 (\$908.00), 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
1 dollar bills.....	700 00
2 dollar bills.....	500 00

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 25
1 dollar bills.....	601 00
2 dollar bills.....	534 00

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE,  
Assistant Commissioner.

(Copy.)

FORT BENTON, M.T., 7th March, 1876.

Col. HUGH RICHARDSON,  
Department of Justice,  
Ottawa, Canada.

DEAR SIR,—We herewith hand you for our credit with Bank of Montreal, Ottawa, Major J. M. Walsh's receipt, March 3rd, 1876, for..... \$1,311 93  
2½ per cent. commission on same..... 32 79  
\$1,344 72

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 &amp; 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:—

Twenty-five cent scrip.....	\$100 93
One dollar bills.....	900 00
Two dollar bills .....	311 00
	<hr/>
	\$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 SIR,—We herewith hand you Major J. M. Walsh's receipts for \$1,331.93<sup>7</sup> furnished him to pay off B. Division as per our agreement with the Department.

Please place the above amount, \$1,331.93, and 2½ 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 &amp; Co.

Col. HUGH RICHARDSON,  
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 00
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.....	\$1,372 75
2½ per cent. commission on same .....	34 31
	\$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.....	\$ 72 75
One dollar bills.....	600 00
Two do do .....	700 00
	\$1,372 75

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE,  
Assist. Commissioner.

(Copy.)

FORT BENTON, M.T., 2nd May, 1876.

SIR,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa:—

E. A. Brisebois' receipt for March.....	\$823 00
“ “ extra pay.....	396 00
	<hr/>
	\$1,219 00
Commission two per cent.....	30 47
	<hr/>
	\$1,249 47

Yours very respectfully,  
(Signed)

J. G. BAKER & Co.

To Col. H. BERNARD,  
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:—

Twenty-five cent scrip.....	\$ 50 00
One dollar bills.....	473 00
Two do do .....	300 00
	<hr/>
	\$823 00

In pursuance 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 cent scrip .....	\$
One dollar bills.....	146 00
Two do do .....	250 00

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed)

E. BRISEBOIS,

Commanding "F" Division.

Certified.

(Signed)

A. G. IRVINE,  
Assistant Commissioner.

FORT BENTON, M.T., 11th May, 1876.

SIR,—Enclosed we hand you

J. M. Walsh's receipt for the pay for April.....	\$1,248 90
2½ per cent. on same.....	31 22
Total .....	<u>\$1,280 12</u>

Which amount please place to our credit with Bank of Montreal, Ottawa.

Yours very truly,

(Signed) J. G. BAKER & Co.

To Col. H. BERNARD,  
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:—

Twenty-five cent scrip.....	\$ 48 90
One dollar bills.....	600 00
Two do do .....	600 00
	<u>\$1,248 90</u>

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

Inspector Brisebois' receipt for April pay.....	\$836 75
2½ per cent. on same.....	20 91
Total.....	<u>\$857 66</u>

Which amount please place to our credit with Bank of Montreal, Ottawa.

Yours very truly,

(Signed) J. G. BAKER, & Co.,  
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 cents (\$836.75) in Canadian funds such sum being made up of Dominion issues of the following denominations :—

Twenty-five cent scrip.....	\$ 49 75
One dollar bills.....	387 00
Two " " .....	400 00

In pursuance of their agreement in that behalf made with the Department of 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
2½ per cent. commission on same.....	33 13

Total.....	\$1,358 66
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Our next payment will be 1st July, and will come under the terms of the new contract, two per cent.

Yours very respectfully,

(Signed)

J. G. BAKER & Co.

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 (\$1,325.53½) in Canada funds, such sums being of Dominion issue of the following denominations :—

Twenty-five cent scrip.....	\$ 25 53½
One dollar bills.....	700 00
Two " bills.....	600 00

Total.....	\$1,325 53½
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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.

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 for May pay.....	\$1,189 01
do do Extra pay .....	8 00
E. A. Brisebois' do May pay.....	742 25
	<hr/>
	\$1,939 26
2½ per cent. commission.....	48 48
	<hr/>
	\$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.....	\$150 00
1 dollar bills.. ..	823 00
2 dollar bills.....	216 00
Coin.....	01
	<hr/>
	\$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, 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 "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:—

1 dollar bills.....	\$8 00
---------------------	--------

In pursuance of their agreement in that behalf made with the Department of Justice.

(Signed) A. G. IRVINE,  
Assistant Commissioner.

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 forty-two 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 25
1 dollar bills.....	342 00
2 dollar bills.....	300 00

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
	<hr/>
	\$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.....	\$ 0 19
Scrip.....	75 25
1 dollar bills.....	850 00
2 dollar bills.....	500 00

In pursuance of their agreement in that behalf made with the Minister of Justice.

(Signed) A. G. IRVINE,  
Assistant Commissioner.

(Copy.)

FORT BENTON, 22nd July, 1876.

SIR,—Enclosed we hand you for credit of our account with Bank of Montreal, Ottawa:—

E. A. Brisebois' receipt for June pay.....	\$918 25
2 per cent. commission.....	18 36
	\$936 61

Yours very truly,

(Signed) J. G. BAKER &amp; 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 scrip.....	\$ 90 25
1 dollar bills.....	582 00
2 do .....	114 00
4 do .....	72 00
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.
	\$ cts.	\$ cts.	\$ cts.
4 dozen padlocks.....	6 00	24 00	
2 cross-cut saws.....	7 50	15 00	
5 dozen axe handles.....	5 00	25 00	
1 broad axe.....	5 00	5 00	
1 foot adze.....		4 00	
1 meat saw.....		3 50	
6 large camp kettles.....	3 00	18 00	
5 small do.....	2 00	10 00	

## North-West Mounted Police; In account with J. G. Baker &amp; Co.—Continued.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
1	dozen large fry pans.....		15 00	
1	gross tin plates.....per dozen	2 00	24 00	
1	do cups.....do	1 50	18 00	
63	knives and forks.....	0 50	31 50	
1	dozen wood pails.....	0 50	6 00	
3	cases axle grease.....	10 50	31 50	
18½	lbs. iron wire.....	0 25	4 63	
2	wash boards.....	6 00	12 00	
6	do tubs.....	2 00	12 00	
2	grindstones, 115 lbs.....	0 10	11 50	
2	set fixtures.....	2 50	5 00	
½	dozen garden hoes.....	18 00	9 00	
18	hay forks.....	1 50	36 00	
6	potato forks.....			
200	gallons coal oil.....	0 90	180 00	
6	cases matches.....	8 00	48 00	
½	dozen iron rakes.....	18 00	9 00	
51½	yards flannel.....	0 80	41 40	
36½	do.....	1 00	36 50	
1	No. 6 coal stove.....		30 00	
1	No. 5 do.....		25 00	
2	No. 8 cook stoves, extension tops, with reservoir, for back kitchen.....		200 00	
1	No. 99 cook stove, extension top.....		110 00	
29	joints stovepipe.....	0 50	17 40	
1	No. 9 Fairbank's platform scales.....		110 00	
1	gross harness rings.....per dozen	2 00	24 00	
2	do.....do	3 50	84 00	
1	gross halter squares.....do	4 00	48 00	
1	gross harness tackles, 1½-inch.....	3 00	36 00	
1	do do 1-inch, brass.....	2 00	24 00	
1	do do 7½-inch do.....	1 75	21 00	
1	do do ¾-inch do.....	1 25	15 00	
8	dozen do 1½-inch do.....	2 00	20 00	
4	do do 1-inch do.....	2 00	8 00	
6	do do ¾-inch do.....	1 50	9 00	
1½	gross brass ornaments (brads).....	1 00	18 00	
1	hand saw.....		3 50	
1	rip saw.....		3 50	
1	screw driver.....		1 50	
1	½-inch chisel.....		0 75	
1	¾-inch do.....		1 00	
1	1-inch do.....		1 25	
1	1½-inch do.....		1 50	
1	1¾-inch do.....		2 00	
1	1¾-inch do mortising.....		1 50	
1	1¾-inch do do.....		2 00	
1	spirit level.....		3 50	
1	keg white lead.....		6 00	
1	drawing knife.....		2 50	
2	try-squares.....	1 00	2 00	
1	smoothing plane.....		2 00	
1	jack plane.....		2 50	
7	auger bits, assorted.....	0 75	5 25	
1	extracting case.....		59 00	
1	copy "Ophthalmic Surgery".....		3 50	
1	do "Parish Practical Pharmacy".....		6 50	
10	yards white serge.....	2 50	25 00	
4½	dozen leather horse brushes.....	27 70	121 50	
4½	do curry combs.....	7 50	33 75	
30	do oak leather.....	0 80	23 40	
89½	feet upper.....	0 40	35 80	
4	calf skins.....	6 00	24 00	

## North-West Mounted Police: In account with J. G. Baker &amp; Co.—Continued.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
6	lbs. shoe thread.....	2 00	12 00	
2	pieces red topping.....	2 00	4 00	
3	lbs. B. aloes.....	1 00	3 00	
3	do Cape aloes.....	0 50	1 50	
8	oz. biniod: mercury.....	1 00	8 00	
3	oz. sulph: iron.....	0 20	0 60	
3	do copper.....	0 35	1 05	
1	oz. pulverized opium.....	15 00	7 50	
1	gallon alcohol.....	5 00	2 50	
4	do spirits arnica.....	0 75	3 00	
4	do tincture myrrh.....	0 75	3 00	
3	do gentian.....	0 50	1 50	
2	do ammonia.....	0 75	1 50	
1	can.....		0 50	
2	gallons tincture iodine.....	1 25	2 50	
2	do spirits ammonia.....	1 00	2 00	
2	do do nitric ether.....	1 00	2 00	
2	do sulph. ether.....	1 25	2 50	
3	do sulphur.....	0 25	0 75	
1	do bol armenia.....	1 00	0 50	
1	do pure chalk.....		0 75	
1	do gum catechu.....		0 75	
2	do do tincture .....	1 00	2 00	
2	do turpentine.....	0 35	0 70	
1	oz. chlor: zinc.....		1 00	
1	pint croton oil.....	5 00	2 50	
1	do castor oil.....		1 25	
2	do ginger.....	0 75	1 50	
2	sticks caustic.....	0 35	0 70	
2	lbs. saltpetre.....	0 50	1 00	
2	gross corks.....	0 75	1 50	
2	dozen glass vials.....	2 50	5 00	
1	2 oz. graduate.....		0 75	
1	mortar and pestle.....		2 50	
1	pair balance scales.....		14 00	
4	cans axle grease.....	10 50	42 00	
1	barrel apples, 317.....	0 18	39 06	
2,489	lbs. bacon.....	0 17	423 13	
150	do bullion tobacco.....	0 90	135 00	
50	do Ingleside.....	1 00	50 00	
100	do horse nails (shoe).....	0 35	35 00	
600	do soap.....	0 11	66 00	
45	gallons vinegar.....	1 20	54 00	
591	dozen yeast powder.....	3 00	177 50	
2	gross Jamaica ginger.....	60 00	120 00	
20	gallons neatsfoot oil.....	2 50	50 00	
10	do raw linseed.....	2 50	25 00	
16	lbs. plaster Paris.....	0 20	2 00	
4	No. 3 side lamps.....	2 00	8 00	
4	12-inch reflectors.....	1 50	6 00	
6	No. 3, O. S. burners.....	0 75	4 50	
6	dozen No. 3 chimneys.....	4 00	24 00	
1	gross No. 3 wicks.....		2 50	
4	dozen hand lamps.....	6 00	24 00	
12	No. 1 sun burners.....	1 50	18 00	
3	gross No. 1 wicks.....	1 25	3 75	
1	Plaster plane.....		3 00	
1	3-inch rabbit plane.....		1 00	
1	14-inch do do.....		1 50	
1	14-inch bead do.....		0 75	
1	14-inch do do.....		1 00	
1	plough plane and bits.....		6 50	
1	14-inch O. G. moulding plane.....		1 50	

North-West Mounted Police: In account with J. G. Baker & Co.—Continued.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
1	1-inch O. G. moulding plane.....			
1/2	dozen nail hammers.....	16 00	6 65	
1	Hammer saw set.....		1 50	
1	set brace and bits.....		8 00	
1/2	dozen handsaw files.....	4 00	2 00	
1	key-hole saw.....	1 00	1 00	
1	set socket firmer chisels.....		7 00	
1	mortise gauge.....		1 00	
3	single gauges.....	0 25	0 75	
1	2-foot boxwood rule.....		1 00	
1	scratch awl.....		0 15	
1	4-inch plane.....		2 50	
1	set match planes.....		6 00	
1	sash plane.....		3 00	
1	15-inch tenon saw.....		2 25	
1	sloughing hatchet.....		1 00	
1	screw driver.....		0 50	
1	set steel augers, 1/2-inch to 2-inch.....		8 50	
1	dozen taper files.....	4 00	2 00	
1	pair steel compasses.....		1 25	
1	do square.....		2 50	
1	bevel do.....		0 75	
1/2	dozen assorted gimlets.....	1 50	0 75	
1	do brad awls.....	1 00	0 50	
1	iron bench screw and stop.....		3 00	
2	pair hand screws.....	1 50	3 00	
1	doz. pairs 5-inch strap hinges.....		3 00	
1	do 6 do.....		4 00	
1	do 6 do.....		5 00	
2	do 8 do.....	6 00	12 00	
1 1/2	do 10 do.....	16 00	24 00	
16	gross screws; 4 gross at 75 cts., 4 gross at \$1.00, 4 gross at \$1.50 and 4 gross at \$2.00.....		21 00	
2	pair pat. O. C. saw handles.....	1 00	2 00	
6	large bake ovens.....	4 50	27 00	
2	doz. ox cards.....	3 00	6 00	
47 1/2	lbs. iron wire, No. 10.....	0 22	10 45	
1	crowbar.....		6 00	
1/2	doz. lanterns, each.....	2 00	12 00	
9	washtubs.....	2 00	18 00	
4	doz. brooms.....	7 50	30 00	
84	knives and forks.....	5 00	42 00	
4	door locks.....	4 00	16 00	
4	do.....	2 50	10 00	
1 1/2	doz. locks.....	24 00	32 00	
42	feet log cable chain (2 chains).....	0 30	12 60	
250	lbs. desiccated onions.....	0 62 1/2	156 25	
110	do sola leather.....	0 60	66 00	
66 1/2	do harness leather.....	0 75	49 87	
44	do skirting.....	0 75	33 00	
17	doz. towels.....	6 00	102 00	
24	lbs. ginger.....	0 60	14 40	
2	doz. shoe brushes.....	9 00	18 00	
2	gross Mason's blacking.....	18 00	36 00	
100	lock hobbles.....	4 00	400 00	
48	lbs. pure mustard.....	0 70	33 60	
2	doz. auger handles.....	3 00	6 00	
4	buck saws.....	3 00	12 00	
950	lbs. tea.....	0 70	665 00	
*Under charged on 4 1/2 doz. horse brushes.....				\$5,183 59 3 15
				\$5,186 74

HELENA, March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT McLEOD: Bought of J. G. Baker &amp; Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
134 lbs. coffee.....	0 28	37 52	
100 lbs. salt .....	0 07	7 00	
14½ doz. heavy axes .....	18 00	34 50	
396 lbs. assorted iron.....	0 12½	49 50	
800 horse shoes.....	11 00	88 00	
25 lbs. horse shoe nails.....	0 35	8 75	
2 pair blacksmith's pincers.....		4 00	
1 caulking iron.....		1 50	
6 horse rasps.....	5 50	9 00	
1 harness punch.....		1 25	
½ doz. 12 inch half round files.....	12 00	6 00	
1 do hasps and staples .....		4 50	
1 do padlocks.....		6 00	
50 carriage bolts, 2½ inch.....	0 08	4 00	
50 do 3 do .....	0 10	5 00	
25 do 4 do .....	0 12½	3 13	
25 do ½ and ¾ inch.....	0 06	1 50	
4 doz. assorted tacks.....	1 50	6 00	
4 gross ½-inch screws .....	1 50	3 00	
1 do 1½ do .....		1 25	
1 do 1 do .....		1 00	
1 do 2½ do .....		1 75	
6 coils ¾ and ¾ inch rope 346 lbs.....	0 20	69 20	
12 pair butts .....	0 25	3 00	
3 towels.....	2 00	6 00	
3 square bolts.....	0 75	2 25	
9 barrel bolts.....	0 50	4 50	
1,962 lbs. bacon.....	0 17	333 54	
1,002 do ham .....	0 17	170 34	
100 gallons syrup.....	1 30	130 00	
2 boxes glass, 10 X 12.....	7 50	15 00	
11½ lbs. putty.....	0 15	1 73	
½ doz. door locks.....	1 50	9 00	
113½ lbs. black leather.....	0 55	62 43	
89 do fair do .....	0 60	53 40	
6 window sash.....	1 00	6 00	
207 ½ sacks flour.....	4 25	879 75	
536 sacks oats, 50,736 lbs.....	0 06½	3,297 84	
			\$5,328 13

HELENA, 14th March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT McLEOD: Bought of J. G. Baker & Co.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
2	doz. 14-inch files .....	15 00	30 00	
1	tailors' goose .....		7 00	
1	doz. sheep skins .....	18 00	9 00	
3	lbs. copper rivets .....	1 00	3 00	
1	doz. 6-inch hand-saw files .....		3 50	
1	do do do .....		3 00	
5	doz. pipes .....	4 50	22 50	
3	doz. bed cords .....	4 50	13 50	
1	doz. papers cut tacks .....		1 00	
4	doz. tin plates .....	2 00	8 33	
1	doz. pairs butts .....		4 50	
1	gross $\frac{1}{2}$ -inch screws .....		1 25	
1	gross $\frac{1}{4}$ -inch screws .....		1 00	
12	doz. lead pencils .....	0 75	9 00	
2	doz. pen holders .....	0 75	1 50	
7	hand lamps .....	0 75	5 25	
5	stand lamps .....	1 50	7 50	
6	doz. lamp wicks .....	0 25	1 50	
6	bottles ink—pints .....	1 00	6 00	
6	bottles carmine .....	0 50	1 50	
6	locks .....	0 50	3 00	
2	doz. sheets sand paper .....	0 50	1 25	
8	lbs. oakum .....	0 25	2 00	
8	lbs. rosin .....	0 20	2 00	
1	tailor's 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	doz. L. H. shovels .....	21 00	10 50	
1	carb. ammonia .....		0 60	
1	bottle .....		0 50	
1	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	
1	doz. set meat .....	7 50	2 50	
40	32 oz. bottles brandy, $3\frac{1}{2}$ doz. ....	35 00	116 66	
2	lbs. Baker's chocolate .....	0 50	1 00	
2	lbs. farina .....	0 30	0 60	
1	lb. gelatine .....		2 75	
2	lbs. tapioca .....	0 25	0 50	
10	yds. rubber tubing .....	0 40	4 00	
1	doz test tubes .....		1 00	
1	1869 U.S. Dispensary .....		6 00	
2,077	lbs. oats .....	0 06 $\frac{1}{2}$	135 00	
36	window sash .....	1 00	36 00	
10,000	lbs. potatoes .....	0 05	500 00	
Total .....				\$1,181 44

Shipment, 5th October, 1875.

Certified.

(Signed)

JAMES F. McLEOD.

13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT McLEOD: Bought of J. G. Baker &amp; Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
2 lanterns .....		4 75	
5 augur bits .....	0 50	2 50	
1 hatchet .....		1 25	
2 doz. screws.....		0 50	
1 brace .....		4 50	
3 bolts.....		1 50	
1 screw driver..		0 75	
1 monkey wrench .....		4 00	
3 lbs. rope.....		0 75	
1 camp stove .....		6 00	
1 patent damper on pipe.....		0 75	
1 sheet tin for pipe.....		0 25	
1 diary.....		2 50	
2 4-qr. day-books.....		3 00	
1 6-qr. record.....		2 75	
5 gals. cognac of Ansbach (surgeon).....		51 00	
Total .....			\$86 75

Helena 13th March, 1876.

(Signed)

JAMES McLEOD.

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker &amp; Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
6 lbs. Taylor's arrowroot .....	0 75	4 50	
3 do starch .....	0 25	0 75	
7 do spirits nitre.....	0 75	5 25	
3½ do sul. ether.....	1 25	4 37	
8 oz. sulph. quinine.....	3 25	26 00	
4 lbs. vin. ipecac.....	1 00	4 00	
4 lbs. carbolic acid, crystal .....		1 50	
2 oz. chloral hyd.....	0 25	0 50	
5 yds. adhesive plaster.....	1 25	6 25	
4½ gals. brandy.....	7 00	31 50	
2 do alcohol.....	4 00	8 00	
1 lb. lint .....		2 50	
1 doz. needles.....		1 00	
1 do No. 1 syringes .....	9 00	4 50	
1 lb. P. O. capsicum.....	1 00	0 50	
6 do tinct. hyacyamus.....	1 00	6 00	
5 do syrup squills.....	1 00	5 00	
2 do tinct. capsicum .....	1 00	2 00	
6 do opii .....	2 50	15 00	
8 do do comp .....	1 25	10 00	
8 do pulv. ipecac.....		1 75	

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	
1	lb. empl. canthar.....	2 00	1 00	
1	do Pulv. Rhei.....	2 00	1 00	
1	do tinct. iodine.....	2 00	1 00	
4	do do arnica.....	0 75	3 00	
6	do do iron.....	0 80	4 80	
5	do ground ginger.....	0 50	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.....	0 40	2 00	
5	do Epsom salts.....	0 15	0 75	
3	do glycerine.....	1 25	3 75	
1	do tinct. nux vomica.....		2 00	
1	do plumbi acet.....	1 00	0 50	
1	gal. sweet oil.....	2 50	1 25	
1	lb. P. O. acacia.....		1 50	
4	do fluid ext. myrrh comp.....	2 50	10 00	
2	do syrup sarass.....	0 75	1 50	
2	do vin. colchici.....	1 00	2 00	
1	do gum camphor.....	1 00	0 50	
2	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	
1	do sugar, do.....		0 17	
1	do green tea, do.....	1 20	0 60	
8	do crackers, do.....	0 15	1 20	
28	do Castile soap, rations.....	0 40	11 20	
10	do bacon, do.....	0 17	1 70	
10	do hd. bread, do.....	0 15	1 50	
1	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 2½ quinces.....	13 78	27 56	
5	do 2½ peaches.....	13 78	68 90	
5	do pears.....	13 78	68 90	
3	do 2½ gooseberries.....	13 78	41 34	
2	do strawberries.....	13 78	27 56	
1	do raspberries.....		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	52 00	
3	do tomatoes.....	9 80	29 70	
1	do honey.....		13 90	
1	do orange marmalade.....		13 07	
1	do French do.....		7 30	
3	doz. orange jelly.....	6 63	19 89	
2	do lemon do.....	6 63	19 89	

N.-W. MOUNTED POLICE, CYPRESS MOUNTAINS : Bought of J. G. Baker & Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
4 cases $\frac{1}{2}$ -in. brass rings.....	4 00	16 00	
4 do $\frac{1}{2}$ in. do .....	3 50	14 00	
4 do 1 in. do .....	3 00	12 00	
4 do halter-squares.....	4 00	16 00	
4 do $\frac{1}{2}$ -in. brass buckles.....	3 00	12 00	
4 do 1 do do .....	2 00	8 00	
4 do $\frac{1}{2}$ do do .....	1 75	7 00	
4 do $\frac{1}{4}$ do do .....	1 25	5 00	
2 do $\frac{1}{8}$ do do .....	1 00	2 00	
2 do $\frac{1}{8}$ do brass roller.....	2 50	5 00	
2 do 1 do do .....	2 00	4 00	
2 do $\frac{1}{8}$ do do .....	1 50	3 00	
4 brass ornaments .....	1 00	4 00	
1 No. 7 boiler .....		6 50	
3 dripping pans .....	1 50	4 50	
1 $\frac{1}{2}$ -gal. dipper .....		1 25	
1 tailor's goose .....		7 00	
<b>Total .....</b>			<b>\$1,259 10</b>

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.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
3 $\frac{1}{2}$ doz. brushes.....	27 00	94 50	
3 $\frac{1}{2}$ do curry combs.....	7 50	26 25	
4 do polished steel enamelled bits.....	21 00	84 00	
2 lbs. 1-inch copper rivets.....	1 50	3 00	
1 $\frac{1}{2}$ feet patent leather binding.....	0 50	0 75	
1 6-inch pelting knife, iron frame.....		10 00	
1 pair saddlers' plyers .....		2 00	
2 doz. collar needles.....	2 00	4 00	
2 $\frac{1}{2}$ do awl blades.....	0 50	1 25	
1 do wood buckets.....		6 00	
3 lbs. crackers, rations.....	0 15	0 45	
3 boxes sardines, do .....	0 50	1 50	
1 box powder, 13 $\frac{1}{2}$ doz.....	9 00	123 75	
7 sacks lime, 853 lbs.....	0 04	34 12	
1 keg 10-inch nails.....		10 50	
600 lbs. soap, 10 boxes.....	0 11	66 00	

N.-W. MOUNTED POLICE, CYPRESS MOUNTAINS : Bought of J. G. Baker & Co.

Quantity and Description.		Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
12	lbs. ginger.....	0 60	7 20	
14	head beef cattle, 9,800 lbs.....	0 07½	735 00	
1	lb. skein sewing silk.....		13 00	
10	packages needles.....	0 12½	1 25	
5	lbs. sugar, rations.....	0 20	1 00	
2	do green tea, rations.....	1 25	2 50	
8	cans fruit, do.....	0 50	4 00	
2	boxes matches, do.....	0 12½	0 25	
1	sack salt, do.....		0 50	
15	lbs. onions.....	0 06	0 90	
1	do candles.....	0 30	0 30	
10	rations bread.....	0 25	2 50	
1	coal oil.....		1 50	
1	gallon oil.....		0 75	
9	lb. robe.....	0 25	2 25	
1	sheet-iron stove.....		4 00	
4	joints stovepipe.....	0 25	1 00	
2	bead planes.....	1 00	2 00	
1	sandstone.....		1 00	
1	lot pigs.....		1 00	
1	rasp.....		1 00	
1	pigs' flank.....		1 25	
1	lamp pincers.....		1 50	
1	last hook.....		0 50	
1	lb. wax.....		0 75	
2	knives.....		1 25	
5	pairs lasts.....	1 00	5 00	
7	lbs. nails.....	0 40	2 80	
2	hammers.....	0 50	1 00	
1	lex bristles.....		0 50	
1	lb. thread.....		1 00	
1	set heel balls.....		0 25	
	Awls and haft.....		1 50	
	Exchange on above, purchased by Major Walsh in Helena.....		5 50	
1	lantern.....		2 50	
20	lbs. crackers.....	0 15	3 00	
16	do ham.....	0 20	4 00	
1	coffee pot.....		0 50	
				\$1,286 77
RATIONS, September, 1875.				
1	fry pan.....		1 50	
10	lbs. crackers.....		2 00	
2	cans fruit.....		0 70	
2	cups.....		0 50	
2	lbs. sugar.....		6 40	
8	lbs. bacon.....		1 60	
3	do rope.....	0 25	0 75	
1	bottle castor oil.....	0 50	0 50	
				\$7 95
Total .....				\$1,294 72

Shipment, 8th November, 1875.

Certified.

(Signed)

JAMES F. McLEOD,  
Commissioner.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT WALSH: Bought of J. G. Baker &amp; Co.

	\$ cts.	\$ cts.	\$ cts.
4 doz. nose-bags .....	15 00	60 00	
1 iron draw-gauge .....		4 50	
10 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 .....	0 50	2 50	
1 splitting gauge .....			93 00
			7 50
			<b>\$100 50</b>

Certified.

(Signed) JAMES F. McLEOD

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker &amp; Co.

	\$ cts.	\$ cts.	\$ cts.
10 heating stoves .....	17 50	175 00	
60 joints of pipes .....	0 00	36 00	
1 hay knife .....		2 50	
1 piece zinc, 36 x 40 .....		3 00	
8 cans refined oil, 2 gallons .....	1 25	2 50	
41 lbs. leather .....	0 55	22 55	
50 do fair leather .....	0 60	30 00	
			<b>\$271 55</b>

Shipment, 24th September, 1875.

Certified.

(Signed) JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE, CYPRESS MOUNTAINS: Bought of J. G. Baker &amp; Co.

	\$	cts.	\$	cts.	\$	cts.
2	Hbs.	logwood	0	50	1	00
1	lb.	copperas	0	50	0	25
2	doz.	stove polish	1	50	3	00
2	stove	brushes	0	75	1	50
2	heating	stoves	17	50	35	00
8	stand	lamps	1	50	12	00
3	doz.	lamp wicks	0	25	0	75
8½	lbs.	putty	0	15	1	31
1	doz.	lamp chimneys			3	00
4	whit-saw	files	0	75	3	00
2	coal oil	cans	1	50	3	00
1	gal.	linseed oil			3	00
1	do	turpentine			1	50
10	door	locks	1	50	15	00
1	keg	white lead			6	00
2	doz.	clothes pins	0	25	0	50
3	do	lead pencils	0	75	2	25
6	rat-tail	files	0	50	3	00
1	doz.	3-cord			3	00
2	paint	brushes	1	50	3	00
4	pairs	finishing braces	0	25	1	00
1	turque	iron			2	00
1	doz.	mucilage			4	50
1	piece	zinc, 72 × 40			3	00
2	lbs.	Oolong tea, rations	0	70	1	40
4½	do	sugar, do	0	17	0	81
5½	do	hard bread, do	0	15	8	10
1	do	salt, do			0	07
5½	do	beef, do	0	10	5	10
2	sieves		1	00	2	00
1	package	tacks			1	00
3	pieces	rope halyards	0	50	1	50
7½	do		0	25	1	87
1	doz.	cans oil	0	75	9	00
1	do	packages tacks			1	00
4	lbs.	borax	0	75	3	00
6	shoeing	rasps	1	50	9	00
6	rip-saw	files	0	75	4	50
1	piece	sieve wire			2	50
3	farriers'	shoeing knives	1	50	4	50
1	water	cask			5	00
2	stove	drums	6	00	12	00
1	set	blacksmiths' tools			90	00
						\$275 91

Shipment, 8th November, 1875.

Certified.

(Signed) JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT EDMONTON: Bought of J. G. Baker & Co.

	\$	cts.	\$	cts.	\$	cts.
215 lbs. coffee.....	0	28	60	20		
900 do sugar.....	0	17	153	00		
20 do pepper.....	0	45	9	00		
900 do salt, 9 sacks.....	0	07	63	00		
498 do hard bread.....	0	13½	67	23		
2 No. 90 cook stoves.....	60	00	120	00		
2 large heating stoves.....	30	00	60	00		
24 joints pipe.....	0	50	12	00		
4 elbows.....	0	60	2	40		
1 box dried apples, 187 lbs.....	0	18	33	66		
2 lanterns.....	2	50	5	00		
2 cases coal oil, 10 galls.....	0	90	9	00		
1 box candles, 40 lbs.....	3	30	12	00		
2 stove-drums, Russian.....	6	00	12	00		
3,445 lbs. bacon.....	0	17	585	65		
2 188-lb. chests Young Hyson Tea.....	0	90	124	20		
56 lbs. Japan.....	0	80	44	80		
400 do beans.....	0	09½	38	00		
448 do rice.....	0	14½	64	96		
6 boxes soap, 360 lbs.....	0	11	39	60		
6 lamps.....	1	00	6	00		
1 gross wicks.....			2	50		
6 doz. chimneys.....	3	00	18	00		
					\$1,542	20

Amount of account..... \$1,542 20  
 Less, overcharge on tea..... 33 20

Amount allowed to Baker & Co..... \$1,509 00

Shipment, 24th September, 1875.

(Signed) JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, ELK RIVER: Bought of J. G. Baker &amp; Co.

	\$	cts.	\$	cts.	\$	cts.
108 lbs. coffee.....	0	28	30	24		
500 do sugar, 5 sacks.....	0	17	85	00		
10 do black pepper.....	0	45	4	50		
560 do salt.....	0	07	35	00		
302 do hard bread.....	0	13½	40	77		
1 cook stove, No. 90.....			60	00		
1 heating stove.....			30	00		
12 joints pipe.....	0	50	6	00		
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.....	0	30	11	70		
1 stove-drum, Russian.....			6	00		
6 pair strap hinges.....	1	25	7	50		
1,723 lbs. bacon.....	0	17	292	91		
2 chests Young Hyson Tea, 112 lbs.....	0	70	100	80		
55 lbs. Japan.....	0	70	44	00		
260 do beans.....	0	09½	19	00		
218 do rice.....	0	14½	31	61		
15 gals. syrup.....	1	36	1	36		
3 boxes soap, 180 lbs.....	0	11	19	80		
3 lamps.....	1	00	3	00		
½ gross wicks.....	2	50	1	25		
1 lantern.....			2	00		
6 doz. chimneys.....	3	00	18	00		
4 sash, 10×12.....	1	00	4	00		
1 box glass, 10×12.....			7	50		
1 gross screws, ¼-inch.....			1	50		
6 doz. door locks.....	1	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.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE, BOW RIVER: Bought of J. G. Baker & Co.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
4 kegs 10-d. nails .....	9 50	38 00	
2 do 12-d. do .....	9 50	19 00	
1 do 8-d. do .....	10 00	20 00	
1 bellows, blacksmith's .....		42 50	
1 gross 1½-inch screws.....	1 50	4 50	
2 do 1½ do .....	1 25	2 50	
1 do 2½ do .....		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	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, 10½ lbs .....	0 20	2 05	
1 No. 4 hand-hammer.....		2 00	
1 1½ lbs hardie 48 lb .....	0 60	1 05	
4 14-inch flat bevelled files.....	1 25	5 00	
6 12-inch half round do .....	1 00	6 00	
2 do flat do .....	1 00	2 00	
6 6-inch do do .....	0 50	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 lbs putty.....	0 15	4 20	
1 doz. door locks.....		12 00	
1 gross wicks .....		3 00	
6 window sash.....	1 00	6 00	
			\$472 15

Shipment, 24th September, 1879.

Certified.

(Signed)

JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

Hay Delivered at Fort Walsh.

150 tons..... \$22 50

\$3,375 00

Certified.

(Signed)

JAMES F. McLEOD.

HELENA, 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.

(Copy.) NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.  
 MERCHANDISE ACCOUNT.

		\$	cts.	\$	cts.	\$	cts.
Oct. 8..	To 9 yds. ticking.....		0 25		2 25		
do 8..	10½ cow skins .....				7 50		
do 8..	1 bottle castor oil.....				0 50		
do 10..	15½ lbs. tallow.....				2 33		
do 15..	2 bottles carmine ink.....				2 00		
do 18..	2 do castor oil.....				1 00		
do 18..	1 pr. hinges.....				1 50		
do 18..	½ doz. axes.....				15 00		
do 18..	1 cross-cut saw.....				8 00		
do 18..	1 can axle grease.....				1 50		
do 20..	2 chests tea, 100 lbs.....				70 00		
do 22..	29½ doz. yeast powder.....				91 16		
do 22..	15 do do.....				46 34		
do 25..	1 chalk line.....				0 50		
do 25..	14 oz. mercurial ointment.....				7 00		
do 29..	1 bottle castor oil.....				0 50		
Nov. 6..	35 window sashes.....				35 00		
do 6..	1 chest tea, 72 lbs.....				50 40		
do 6..	322 yds. ticking.....				80 50		
do 6..	500 Smith & Wesson cartridges.....				20 00		
do 6..	308 yds. ticking.....				77 00		
do 6..	1 bottle oil.....				0 50		
do 10..	24 screws.....				0 50		
do 10..	1 padlock.....				1 00		
do 15..	1 do.....				1 00		
do 16..	10 lbs. lard.....				3 00		
do 16..	26 yds. awning stripe.....				10 40		
do 16..	½ skein thread.....				1 50		
do 16..	22½ yards awning stripe.....				9 00		
do 16..	500 brass tacks.....				1 75		
do 18..	2 lanterns.....				3 00		
do 18..	250 brass tacks.....				0 87		
do 22..	98½ yards awning stripe.....				49 40		
do 22..	7 spools thread.....				1 75		
Dec. 7..	150 lbs. oatmeal.....				22 50		
do 7..	Mdse., half-breed messenger at Cypress.....				10 45		
do 10..	1 box lock.....				1 00		
do 11..	1 doz. memorandum books.....				6 00		
do 11..	10 lbs. nails.....				2 50		
do 11..	2 padlocks.....				1 50		
do 24..	2 coal stoves, 1 @ \$35, 1 @ \$30.....				65 00		
do 27..	6 joints pipe.....				3 60		
do 27..	7 do.....				4 20		
do 28..	9 do.....				5 40		
do 29..	1 do.....				0 60		
do 30..	2 ledgers.....				5 00		
Nov. ....	Paid bill at Kuyer's.....				4 50		
do ....	do John's.....				3 00		
do ....	do Spitzster's.....				3 00		
Jan. 3..	2 quires legal cap.....				0 80		
do 3..	400 pairs moccasins.....				400 00		
do 3..	665 lbs. bacon.....				113 05		
do 3..	5 sacks sugar, 500 lbs.....				85 00		
Sept. ....	119 lbs. navy tobacco.....				114 24		
do ....	3,975 do oats.....				258 37		
do 17..	50 do tobacco.....				48 00		
do 23..	50 do do.....				48 00		
Oct. 4..	404 do chewing tobacco.....				387 84		
do 4..	92 do tea.....						\$2,187 20
							64 40
							\$2,261 60

Certified correct.

(Signed) H. W. ROWAN.

Certified.

HELENA, 13th March, 1876.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE, Dr.: To Frederick Wachter.  
PROVISIONS AT FORT KIPP.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
2½ gals. coal oil.....	3 00	7 50	
150 lbs. dried meat.....	5 00	7 50	
150 do do fat meat, at 10c. per lb.....		15 00	
300 do flour, at \$25 per barl.....		75 00	
½-ton hay, at \$25 per ton.....		12 50	
			\$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 McLeod. 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.	Amount.	Total.
	\$ cts.	\$ cts.
To paid gold draft, Major Walsh (voucher lost).....	91 40	
do do do .....	2 50	
do do do .....	83 90	
do do do .....	50 10	
do do do .....	40 00	
do do do .....	30 00	
do Col. McLeod do certified by J. F. M.....	117 50	
		\$415 40

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) JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: To J. G. Baker,  
MERCHANDISE ACCOUNT, BOW RIVER.

Quantity and Description.	Rate.	Amount.	Total.
	cts.	\$ cts.	\$ cts.
6 axe-handles.....		4 50	
5 lbs. tobacco.....		5 00	
4 do sugar.....		1 25	
10 do hard bread.....		3 00	
2 do coffee.....		1 00	
3 quires letter paper.....		1 20	
2 pkgs. envelopes.....		0 80	
1 pkg. mustard.....		1 00	
4 cans axle grease.....		4 00	
1 bottle ink.....		0 25	
5 lbs. tobacco.....		5 00	
2 do coffee.....		1 00	
3 do sugar.....		1 00	
104 do hard bread.....		23 92	
7 pairs strap hinges.....	0 75	5 25	
1 robe.....		4 00	
4 do.....		28 00	
1 do.....		7 00	
			\$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 &amp; 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.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
FORT McLEOD, 10th February, 1876.

Jenkins' train; to hauling 40,911 lbs. freight to Elk River, at 2 cents.....	\$ 818 22
Cathers' train; to hauling 42,940 lbs. freight to Bow River, at 1 cent.....	429 46
Benton and horse teams; to hauling 2,300 lbs. freight to Bow River, at 1 cent.....	23 00
Lesan's horse teams; to hauling 2,500 lbs. freight to Bow River, at 1 cent.....	25 00
Samples; to hauling 16,639 lbs. freight to Bow River, at 1 cent.....	166 39
Davis; to hauling 5,000 lbs. freight to Bow River, at 1 cent .....	60 00
	\$1,522 07

Certified, according to contract.

(Signed) JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

FORT McLEOD, 11th February, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.  
169 tons hay, at \$15..... \$2,537 00

Certified,

JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

FORT McLEOD, 1st November, 1875.

Received from Messrs. J. G. Baker & Co. on account with North-West Mounted  
Police, at Fort McLeod, one hundred and sixty-nine tons and sixty-seven feet of hay.

By order,

(Signed) J. R. JACKSON.

(Copy.)

FORT McLEOD, B. P., 8th February, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

123 tons and 24 feet hay, delivered at Bow River to Capt. Brisebois, at \$15 per  
ton, \$1,845.71.

Certified,

(Signed) JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

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.

	\$ cts.	\$ cts.	\$ cts.
4 oz. oxalic acid.....	0 54	2 16	
2 do pulverized santonine.....	1 31	2 62	
4 do cor. sublimate.....	0 26	1 04	
3 do bis. subnitrate.....	0 25	1 00	
1 rubber syringe (bulb).....		2 50	
1 oz. tincture cincho comp.....		8 40	
½ lb. arom powder chalk with opium.....	3 95	1 98	
5 quart bottles for above.....	0 15	0 75	
2½ doz. condition powders. ....	2 50	6 25	
½ lb. saltpetre.....	0 38	0 19	
12 lbs. putty.....	0 30	3 60	
Total.....			\$30 49

HELENA, 13th March, 1876.

Certified.

(Signed) JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

	\$ cts.	\$ cts.	\$ cts.
34 lbs. 1-inch steel.....	0 25	8 50	
4 doz. carriage bolts.....	1 00	4 00	
29 lbs. iron.....	0 15	4 35	
1 pair springs.....		15 00	
10 boxes paper fasteners.....	0 55	5 50	
40 pairs boots (shoepacks).....	4 75	190 00	
1 doz. brooms.....		6 00	
1 box glass, 10 X 16.....		9 50	
2 kegs white lead.....	6 00	12 00	
5 gals. linseed oil.....	2 50	12 50	
5 do turpentine.....	2 00	10 00	
1 keg tenpenny nails.....		9 50	
1 carpenter's adze.....		4 00	
6 axes.....	1 50	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.....	0 40	1,524 80	
1½ reams foolscap paper, unruled.....			\$2,631 75
			12 00
Total.....			\$2,643 75

HELENA, 13th March, 1876.

Certified.

(Signed)

JAMES F. McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.; ordered by Dr. Miller, Cypress Hills.

Quantity and Description.	Rate.	Amount.	Total.
	\$ cts.	\$ cts.	\$ cts.
10 lbs. tar.....		2 00	
4½ gallons alcohol.....		16 88	
1 16-oz. graduate.....		2 50	
1 18-oz. do.....		2 00	
2 4-oz. do.....	1 25	2 50	
1 1-oz. do.....		1 00	
1 minimum graduate.....		0 75	
1 bone spatula.....		0 75	
1 ball flax twine.....		0 40	
2 dozen 1-oz. vials, with corks.....	0 75	1 50	
2 do 2-oz. do.....	0 95	1 90	
2 do 4-oz. do.....	1 10	2 20	
2 do 6-oz. do.....	1 25	2 50	
2 do 8-oz. do.....	1 40	2 80	
1 pill file (24 pills).....		3 00	
3 lbs. blue ointment.....	2 50	7 50	
1 jar for same.....		0 50	
5 lbs stramonium.....	2 00	10 00	
1 jar for same.....		0 50	
2 oz. collodion.....	0 35	0 70	
2 lb. cologne.....	2 00	4 00	
1 spirit lamp.....		1 50	
2 lb. powdered alum.....	0 35	0 70	
200 No. 60 podaphy: pills.....	1 00	2 00	
100 opium pills.....		1 00	
2 oz. mur. morphia.....	1 50	3 00	
1 yard resin plaster.....		0 75	
1½ gross assorted pill boxes.....	4 50	7 00	
2 lbs. pulv. sulphate of iron.....	0 35	0 70	
2 lbs. rose water.....	0 75	1 50	
1 lb. powdered chalk opium.....		2 50	
1 oz. oil of rose.....		2 00	
1 do cinnamon.....		0 40	
1 do peppermint.....		1 00	
1 No. 4 female syringe.....		0 75	
1 No. 2 family do.....		2 50	
1 16-oz. glass funnel.....		0 75	
1 8-oz. do.....		0 60	
1 4-oz. do.....		0 40	
1 dozen Hooper's pills.....		2 50	
½ do Liebig's extract.....		2 75	
1 lb. spirits of ether.....		2 50	
			\$103 48

Certified.

(Signed)

JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

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.
		\$ cts.	\$ cts.	\$ cts.
1	W. W. mortar S.....		3 50	
1	do do L.....		6 50	
4	assorted spatulas.....		3 50	
4	gross vial corks.....	0 75	3 00	
2	lbs. mixt. ammo. hydr.....		2 00	
5	do simple cerate.....		5 00	
4	do compound ointment of iodine.....		10 00	
1	dozen C. H. pencils.....		0 50	
10	lbs. compound tincture cincho.....		7 50	
5	do tincture colombo.....		4 00	
5	do gentian.....		4 00	
2	do snake root.....		2 00	
2	do arnica.....		1 50	
1	do carb. of ammonia.....		1 00	
5	do gum camphor.....		4 00	
6	do chloroform.....		15 00	
2	do syrup senega.....		2 00	
5	do soda.....		5 00	
1	do fluid extract of belladonna.....		4 00	
1	do ergot.....		4 00	
1	do extract of nux. vom. sal.....		4 00	
4	oz. hydr. acid.....	0 75	3 00	
1	lb. nitric acid.....		0 75	
2	cases C. C. pills.....		1 50	
1	roll Beese plaster.....		1 00	
2	rolls Allcock's plaster.....		5 00	
4	oz. anti. M. tart.....		0 75	
5	lbs. flax seed.....		1 25	
25	do meal.....	0 25	6 25	
1	lb powdered ipecacuanha.....		1 25	
2	gross ointment boxes, assorted.....		5 00	
1	lb. an. sulphuric acid.....		1 00	
4	oz. sulphuric acid.....		0 50	
1	lb. tincture of cantharides.....		0 75	
8	lbs. sal Rochelle.....	0 85	6 80	
1	do tincture etcumsit.....		10 00	
1	do powdered myrrh.....		1 25	
1	do bi-carbonate of potash.....		1 00	
1	do chloride of potash.....		1 25	
2	do bromide do.....		2 50	
1	do bromide of ammonia.....		2 00	
1	do calcined magnesia.....		2 00	
5	bandages.....		5 00	
1	lb. tartaric acid.....		0 50	
1	do tincture catechu.....		1 00	
1	do kino.....		1 00	
1	do wine of colchicum.....		1 50	
4	ct. vin xeric.....	7 50	30 00	
2	oz. bell teases.....		0 50	
2	do stem do.....		0 50	
2	do lobel do.....		0 50	
1	lb. nitr. potash.....		0 75	
1	do powdered aniseeed.....		0 75	
1	lot filtering paper.....		1 50	
1	do wrapping paper.....		0 75	
2	lbs. ardent spirits of ammonia.....		2 00	
1	do bi-carbonate of soda.....		0 30	
	cans and buckets.....		5 00	
1	kg.....		2 00	

\$200 35-

Certified.

(Signed)

JAMES F. McLEOD.

HELENA, 13th March, 1876.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker &amp; 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.

—

(Copy.)

Form No. 5.

(Copy.)

ORIGINAL.

The NORTH-WEST MOUNTED POLICE, DR.  
To Western Union Telegraph Co.

The NORTH-WEST MOUNTED POLICE, DR.  
To Western Union Telegraph Co.

Date.	Service.	\$	cts.
Oct. 20	To 21 messages to Victoria, B.C.	5	20
do 20	do do Bernard, Ottawa	4	60
do 20	do do Blake do	2	80
Nov. 8	do do Richardson do	31	30
do 12	do do Bernard do	4	00
do 23	do do do do	18	70
do 23	do do do do	2	80
	Total	\$69	40
	Gold	63	09

Certified, correct and approved.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

Certified, correct and approved.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

FORT SHAW, M. T., December 17th, 1875.

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
<hr/>	
American currency.....	\$3 25
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,  
(Signed) J. H. McKnight & Co.

(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 Morris, Fort Garry .....	5 71
do " 12 do French, do .....	5 39
do " 17 do Bernard, Ottawa.....	4 20
do " 33 do Richardson, Ottawa.....	7 40
<hr/>	
	\$26 45
<hr/>	
Gold.....	\$24 04

Certified.

(Signed) JAMES F. McLEOD.

Received payment of J. G. Baker & Co.  
(Signed) W. E. FREDERICK.



(Copy.)

This amount, \$1.25, is toll charged me in passing through Canyon on way to Helena, and paid by J. G. Baker & Co.

(Signed) JAMES F. McLEOD.

(Gold \$1.14.)

(Copy.)

This amount, \$1.50, is toll charged from Fort Shaw to Helena, and paid by J. G. Baker & Co.

(Signed) JAMES F. McLEOD.

(Gold \$1.36.)

(Copy.)

This amount is for tape and wax used to enclose papers to Department.

(Signed) JAMES F. McLEOD.

(Gold 91 cents.)

NORTH-WEST MOUNTED POLICE, FORT BERNARD: In account with J. G. Baker & Co.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
July 19...	To 1 pair spring balances.....		1 25	
do 25...	32½ lbs. dried meal.....	0 08	2 60	
do 28...	68½ do do.....	0 08	5 48	
Aug. 2...	20 pair British locks.....	0 50	10 00	
do 2...	6 H S. files.....	0 30	1 80	
do 2...	½ doz. turned axe helves.....	6 00	3 09	
do 2...	1½ do do.....	6 00	10 00	
do 2...	3 axes.....		7 50	
do 13...	250 feet lumber (Whipsend).....	0 09	22 50	
do 19...	1 pair boots.....		8 00	
do 23...	6 cans axle grease.....	0 50	3 00	
do 23...	1 do do.....		0 50	
do 23...	1 cow skin.....		2 00	
do 23...	1 gross screws.....		2 00	
Sept. 13...	2 picks and handles.....	3 00	6 00	
do 16...	1 parchment.....		1 50	
do 24...	1 lead pencil.....		0 10	
do 30...	1 cow skin.....		2 60	
Oct. 11...	500 feet lumber.....	0 08	40 00	
do 13...	2 gross ball buttons.....	1 50	3 00	
do 18...	1 6-qt. campkettle.....		1 75	
do 19...	1 yard red flannel.....		1 00	
do 20...	18 lb. rope.....	0 35	6 48	
do 21...	4 clothes lines.....	0 50	2 00	
do 22...	38½ lbs. rope.....	0 35	13 56	
do 26...	1 clock for guard-room.....		6 00	
do 30...	1 cow skin.....		1 50	
do 30...	8 buffalo robes.....	6 16	49 28	
Nov. 5...	1 yard red flannel.....		1 50	
do 16...	9½ doz. 2½-in. screws.....	0 20	1 90	
do 16...	1 door lock and knob.....		2 50	
do 16...	1 carpenter's pencil.....		0 25	
do 18...	1 door lock and knob.....		2 50	
do 18...	2 buffalo robes.....	5 00	10 00	
do 19...	½ doz. shaved axe helves.....	7 00	3 50	
do 19...	1 10-qt. campkettle.....		3 00	
do 19...	1 hand lamp and 3 chimneys.....		3 00	
do 22...	1 8-qt. coffee pot.....		2 00	
do 27...	1 pair brass hinges.....		0 25	
do 29...	1 bottle carmine ink.....		1 00	
do 29...	38 lb. sheet iron.....	0 20	7 60	

NORTH-WEST MOUNTED POLICE, FORT BERNARD: In account with J. G. Baker & Co.

Date.	Quantity and Description.	Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
Dec. 1...	1 work ox.....		37 50	
do 3...	1 whitewash brush.....		1 50	
do 3...	2 qrs. foolscap paper.....	0 50	1 00	
do 4...	2 note books.....	0 50	1 00	
do 4...	200 lb beef.....	0 07	14 00	
do 10...	2 qrs. foolscap paper.....	0 50	1 00	
do 20...	2 cow skins.....	1 50	3 00	
do 20...	64 lb. dried meat.....	0 08	5 12	
do 31...	1 qr. foolscap paper.....		0 50	
1876.				
Jan. 4...	1 whip stock.....		0 50	
do 4...	2 boxes condition powders.....	0 50	1 00	
do 4...	1 bottle ink.....		0 25	
do 5...	1 cow skin.....		2 00	
do 11...	1 scythe and enath.....		3 50	
do 11...	1½ doz. screws, 2½-in.....	0 20	0 30	
do 11...	2 chalk lines.....	0 25	0 50	
do 11...	3 qr. paper.....	0 50	1 50	
do 11...	1 bottle ink.....		0 25	
do 11...	1 can axle grease.....		1 00	
do 13...	1 axe helve.....		0 50	
do 14...	1 bottle ink.....		0 25	
do 14...	½ doz screws, 3-in.....	0 25	0 13	
do 15...	1 padlock.....		0 50	
do 17...	1½ doz screws, 2½-in.....	0 20	0 30	
do 18...	232 lbs nails.....	0 18	41 76	
do 18...	1 axe handle.....		3 00	
do 18...	2 pairs blankets.....	8 50	17 00	
do 20...	½ doz. shaved axe handles.....	7 00	3 50	
do 24...	2 bottle ink.....	0 25	0 50	
do 26...	1 doz. snaps for saddler.....		1 75	
do 22...	2 bottle ink, \$1.00 for one, and 25c. the other.....		1 25	
Feb. 6...	5 yards awning strips.....	0 50	2 50	
do 8...	1 thermometer.....		1 50	
do 14...	9 3-ply brooms.....	0 90	8 10	
do 18...	1 memorandum book and pencil.....		1 00	
do 22...	1 padlock.....		0 50	
do 22...	1 10-in. cook knife.....		1 50	
do 22...	1 8-in. do.....		1 25	
March 1...	22 iron bolts.....	0 12½	2 75	
do 1...	3 padlocks.....	0 50	1 50	
do 3...	3 axe helves.....	0 50	1 50	
do 3...	1 hatchet.....		1 50	
do 5...	2 cornet stops, per Frampton.....		2 00	
do 6...	3 qrs. foolscap paper.....	0 75	2 25	
do 6...	1 cow skin.....		2 00	
do 9...	9 bottles ink.....	0 25	2 25	
do 13...	3 lb. ¼ in. sisal rope.....	0 40	1 20	
do 13...	2 axe handles.....		1 00	
do 13...	2 cow skins, \$1.00 for one, and \$1.50 the other.....		2 50	
				\$435 45
Cr.				
	By 22 lb. nails returned.....	0 18		3 96
March 18...	To Balance.....			\$431 50

I certify that this bill is correct.

(Signed.) J. M. WALSH,  
 Superintendent and Inspector, "B" Division,  
 Commanding Fort.

Certified.  
 (Signed,) JAMES F. McLEOD.

(Copy.)

FORT BERNARD, 20th March, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker &amp; Co.

1876.					
February 20.	To	hauling 358 lbs. from Benton, at 4c.....	\$14	32	
do	do	do 124 lbs. do at 5½c.....	6	82	
					\$21 14

I certify that this bill is correct.

(Signed) J. M. WALSH,  
 Superintendent and Inspector, "B" Division,  
 Commanding Fort.

Certified.

(Signed) JAMES F. McLEOD.

(Copy.)

FORT BERNARD, 1st March, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker &amp; Co.

1875.					
December.	To	20 buffalo robes, at \$6.50.....	\$130	00	
do	do	1 black calf robe.....	3	00	
do	do	27½ yds. 6-qr. lining cloth, at \$2.50..	68	44	
do	do	3-sinew, at 20c.....	60		
do	do	2 pkgs. needles, at 25c.....	50		
do	do	10 yds. 2-in. braid, at 20c.....	2	00	
do	do	36 yds. 4-qr. cotton, at 18c.....	6	48	
					\$211 02

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.

(Copy.)

NORTH-WEST MOUNTED POLICE, FORT BERNARD: In account with J. G. Baker &amp; Co.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Nov. 17...	To 1 buffalo robe .....		6 00	
do 17...	draft, Major Walsh for Rowe Bros .....		23 00	
do 18...	do do do .....		15 00	
do 10...	1 fur cap, \$6.00; 1 comforter, \$2.50 .....		8 50	
do 10...	1 pair gloves .....		1 00	
do 10...	11 pairs moccasins .....	1 00	11 00	
do 10...	2 do mitts .....		2 00	
do 10...	1 scarf .....		2 50	
do 19...	coach charge, hauling stove .....		3 00	
do 19...	Major Walsh, draft for Young & Brown .....		28 75	
Dec. 14...	Eveson's ration bill .....		9 31	
do 14...	do board at Overland .....		13 00	
do 15...	horses, hay and grain (Capod's) .....		7 75	
do 21...	draft for Young & Brown .....		23 50	
Jan. 14...	Capt. Allen, draft, Cassidy's stable bill .....		17 75	
do 14...	do Rowe Bros. hotel .....		15 75	
do 14...	do Young & Brown .....		15 75	
March 1...	Rations for Capt. Allen, viz:—			
	20 lbs. bacon, \$3.50; 20 lbs. biscuit, \$3.00 .....		6 50	
do 1...	3½ do tea, \$1.12; 3 lbs sugar 60c .....		1 72	
do 1...	1 large coffee pot, \$1.50; ¾ lb. rope, 44c .....		1 94	
do 12...	5 lbs biscuit, 75c.; 3 lbs. butter, \$1.95 .....		2 70	
do 12...	2 lbs. sugar, 33c.; 8 lbs. bacon, \$1.40 .....		1 73	
do 12...	½ lb. tea .....		0 75	
do 12...	Jas. Morand, rations .....		7 20	
				\$226 10

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.

(Signed) J. M. WALSH,  
Inspector, B. Division, Commanding Fort.

(Copy.)

FORT BERNARD, 28th March, 1876.

NORTH-WEST MOUNTED POLICE, FORT WALSH: In account with J. G. Baker &amp; Co.

Date.	Quantity and description.	Rate.	Amount.	Total Gold.
1875.		\$ cts.	\$ cts.	\$ cts.
Aug. 18...	To 2 towels.....	0 50	1 00	
do 18...	1 wash-basin .....		1 50	
do 18...	1 b. knife.....		0 50	
do 18...	1 pencil .....		0 10	
do 25...	2 lbs. corn starch.....	0 40	0 80	
Sept. 2...	2 can tomatoes.....		0 50	
do 2...	1 bottle extract lemon.....		0 50	
do 2...	1 memorandum book.....		0 75	
do 2...	2 cans tomatoes.....	0 50	1 00	
do 3...	1 bottle lemon extract.....		0 50	
do 10...	1 doz. condensed milk.....		5 50	
do 10...	1 can chicken soup.....		1 10	
do 11...	1 package corn starch.....		0 40	
do 13...	1 can ox-tail soup.....		1 25	
do 13...	2 bottles extract lemon.....	0 50	1 00	
do 13...	1 lb. corn starch .....		0 40	
do 14...	9½ yards bed ticking .....	0 35	3 27	
Oct. 22...	3 oz arnica.....	0 50	1 50	
do 25...	1 bottle castor oil.....		0 50	
do 28...	8 oz. spirits nitre.....	0 35	2 80	
Nov. 12...	1 12-qt. camp kettle.....		3 50	
do 15...	1 rubber syringe.....		1 25	
				\$29 62

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.

(Copy.)

FORT BERNARD, N.-W.T.

NORTH-WEST MOUNTED POLICE HOSPITAL: In account with J. G. Baker & Co.

Date.	Quantity and Description.	Rate.	Amount.	Total. — Gold.
1875.				
Nov. 24...	To 1 box Seidlitz powder .....			
Dec. 1...	1 5-quart pan .....			
do 1...	1 4-quart pan .....			
do 1...	2 2-quart pans.....	0 30	0 60	
do 1...	2 1-quart pans.....	0 20	0 40	
do 1...	6 cups.....	0 20	1 20	
do 1...	1 set knives and forks.....		2 50	
do 1...	1 dozen linen towels.....	5 50	2 75	
do 1...	2 penholders .....	0 10	0 20	
do 1...	2 quire paper .....	0 50	1 00	
do 11...	4 Seidlitz powders.....	0 08	0 32	
do 12...	1 1 bottle Tarrant's aperient.....		1 50	
1876.				
Jan. 15...	1 lamp complete.....		2 00	
do 15...	1 bottle Tarrant's aperient.....		1 50	
Feb. 12...	2 dozen condensed milk.....	6 00	12 00	
do 12...	1 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 .....	0 25	0 50	
				\$32 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.

(Copy.)

J. F. McLEOD : To North-West Telegraph Company, Dr.

Date.		Amount.	Remarks.
1876		\$ cts.	
Feb. 26...	To 9 messages to Crozier, Belleville.....	2 80	
do 26... 16	do Bernard, Ottawa.....	3 94	
do 26... 26	do do .....	5 84	
Mar. 15... 10	do Breden, Fort Garry.....	4 25	Self.
do 15... 50	do Bernard, Ottawa.....	10 40	
do 16... 13	do from Breden, Fort Garry.....	5 12	do
do 17... 15	do to do .....	5 70	do
do 22... 12	do Bernard, Ottawa .....	3 18	
do 23... 84	do Richardson do .....	16 86	
do 25... 64	do do do .....	13 06	
do 25... 10	do do do .....	2 80	
do 26... 41	do do do .....	8 69	
do 26... 47	do Bernard do .....	9 83	
do 27... 10	do from Hard Deer Lodge.....	1 00	C. P. R.
do 27... 9	do do do .....	1 00	do
do 27... 10	do to Conrad Bozeman.....	1 50	
do 27... 10	do Baldwin, Toronto.....	2 80	Self.
do 27... 15	do Stovel do .....	3 75	
do 27... 20	do Richardson, Ottawa.....	4 70	
do 28... 32	do Conrad Bozeman.....	3 70	
do 29... 5	do do .....	1 50	
do 30... 17	do Mrs. Walsh.....	4 13	Capt. Walsh.
do 30... 11	do do .....	2 99	do
do 31... 59	do Bernard, Ottawa.....	11 16	
	Off.....	\$130 70 33 54	Private account.
		\$ 97 16	Gov't do

Messrs. J. G. BAKER & Co. : Please pay.

(Signed) JAMES F. McLEOD.

Received payment.

(Signed) W. E. FREDERICK.

(Gold, \$88.33.)

FORT McLEOD, 1875.

NORTH-WEST MOUNTED POLICE : Bought of Messrs. J. G. Baker & Co.

To postage stamps..... { Amer. cy. \$12 75  
Gold..... 11 59

I certify that the stamps charged for in this account were used in the public service.

(Signed) JAMES F. McLEOD.

(Copy.)

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).

FORT 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 stop-pages.

(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, To 12 postage stamps @ 5c.....	0 60
do 3 do 10c.....	0 30
do 16 do 6c.....	0 96
do 49 do 3c.....	\$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.

(Copy.)

COMMANDING OFFICER, FORT McLEOD, 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 stamps @	10c.....	\$2 00
17 do	5c.....	0 85
168 do	3c.....	5 04
8 do	1c.....	0 08

\$7 97

To paid postage due on letter forwarded to Percy Robinson, Fort McLeod .....	0 15
--	------

\$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.

March 24, 1876. To postage.....	\$ 7 25
April 10, do .....	16 00
do 20, do .....	3 00
do 30, do .....	5 50

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.

		\$ cts.	\$ cts.	\$ cts.
1876.				
Feb. 14	1 small bottle ink.....		0 25	
do 14	4 memorandum books.....	60	2 40	
do 14	1 bottle red ink.....		1 50	
do 14	1 ledger.....		1 00	
do 14	1 large bottle ink.....		1 00	
do 27	1 small do .....		0 25	
do 27	12 quires paper.....	50	6 00	
do 28	1 bottle sweet oil.....		0 50	
			\$12 90	

Certified.

(Signed) A. G. IRVINE,  
Assistant Commissioner.

(Copy.)

FORT McLEOD, March, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.,

1876.		\$ cts.	\$ cts.	\$ cts.
March 6...	10 lbs. nails.....	0 25	2 50*	
do 6...	1 pr. brogans (prisoner undergoing 1 yr. sentence).....		2 50*	
do 6...	1 bottle sweet oil.....		0 50*	
do 6...	2 reams foolscap paper.....	6 00	12 00*	
do 6...	1 doz. office scratch books.....		2 10*	
do 6...	2 day-books.....	1 00	2 00*	
do 6...	1 do.....		1 75*	
do 6...	1 ledger, \$1.50; 1 record, \$3.00.....		4 50*	
do 6...	4 day-books @ \$1.00, \$4.00; 1 day-book, 75c.....		4 75*	
do 6...	1 day-book.....		1 25*	
do 6...	2 lbs. tincture opii.....	2 25	4 50†	
do 6...	1 do Liquor ammonia.....		1 25†	
do 6...	2 do spirits nitric ether.....	0 75	1 50†	
do 6...	2 do lint, in oz.....	1 75	3 50†	
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 75†	
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†	
do 6...	1 do sulphate zinc.....		0 75†	
do 6...	2 do Tinct. opii. camph.....	1 25	2 50†	
do 6...	2 do wine ipecac.....	1 00	2 00†	
do 6...	2 balls twine.....	0 25	0 50†	
do 6...	12 bottles.....	0 62½	7 50†	
do 6...	3 do.....	0 66½	2 00†	
do 6...	20 lbs. saltpetre.....	0 40	8 00†	
do 6...	2 doz. large condition powders.....	6 00	12 00†	
do 6...	20 lbs. flaxseed.....	0 22½	4 50†	
do 6...	1 doz. hoof ointment.....		12 00†	
do 6...	½ do mustang liniment.....	12 00	6 00†	
do 6...	2 rolls plaster.....	1 25	2 50†	
do 6...	1 doz. jars.....		1 50†	
do 6...	1 do packages paper.....		7 50†	
				\$124 60

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.

(Copy.)

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.	\$ cts.	\$ cts.
April 4 ..	2 bottles ink, small.....	0 25	0 50	
do 6...	1 gal. turpentine.....		5 00	
do 10...	1 tin pail.....		3 50	
do 10...	2 bottles ink.....	0 50	1 00	
do 14...	8 sacks flour.....	8 50	68 00	
do 21...	20 do .....	8 50	170 00	
do 22...	435½ lbs. domestic beef .....	0 07½	32 66	
do 25...	1 doz. bottles ink .....	0 25	3 00	
do 25...	4 whip lashes.....	1 50	6 00	
do 25...	4 whip stalks.....	1 00	4 00	
* April 29..	7 rubber syringes.....	1 00	7 00	
do 29..	5 glass do .....	0 75	3 75	
do 29..	25 fish lines .....	0 50	12 50	
do 29..	½ doz. memorandum books .....	12 00	6 00	
do 29..	43 yds. bleached cotton .....	0 30	12 90	
do 30..	345 lbs. domestic beef .....	0 07½	25 87	
				\$361 68

\* For hospital use.

Certified.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

(Signed)

R. B. NEVITT.

FORT McLEOD, May, 1876.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

1876.		\$ cts.	\$ cts.	\$ cts.
May 6.....	380 lbs. domestic beef .....	0 07½	28 50	
do 11.....	5000 lbs. flour, 50 sacks .....	8 50	425 00	
do 12.....	3½ lbs tallow .....	0 25	0 88	
do 12.....	1½ gals. linseed oil.....	4 00	5 00	
do 13.....	100 lbs. tobacco .....	0 96	96 00	
do 13.....	327 lbs. domestic beef .....	0 07½	24 53	
do 15.....	3 whip lashes .....	1 50	4 50	
do 15.....	1 do stalk .....		0 75	
do 16.....	354 lbs. domestic beef .....	0 07½	26 55	
do 19.....	1 four-in-hand lash .....		4 00	
do 20.....	304 lbs. domestic beef .....	0 07½	22 80	
do 24.....	354 do .....	0 07½	28 80	
do 26.....	330 do .....	0 07½	24 75	
do 27.....	1 doz. hand rakes.....		4 50	
do 27.....	1 cultivator.....		20 00	
do 27.....	2 12-inch breaking ploughs.....	45 00	90 00	
do 27.....	3 14-inch do .....	50 00	150 00	
do 27.....	2 stubble ploughs .....	32 50	65 00	
do 27.....	6 coulters and clasps .....	8 00	48 00	
do 27.....	6 garden hoes.....	1 50	9 00	
do 27.....	11 spades .....	2 00	22 00	
do 27.....	12 scythes and snaths.....	2 50	30 00	
do 27.....	16 L. H. shovels.....	2 00	32 00	
do 27.....	6 S. H. do .....	2 00	12 00	
do 27.....	4 lbs. carrot seed.....	1 30	5 20	
do 27.....	18 lbs. beans .....	0 25	4 50	
do 27.....	18 pints beans, assorted.....	0 40	7 20	
do 27.....	253 lbs. peas.....	0 11	27 83	
do 27.....	6 pick handles.....	0 50	3 00	
do 27.....	18 hay forks.....	1 50	27 00	
do 27.....	40 gals. coal oil.....	0 90	36 00	
do 27.....	24 window sash, 10 X 12 .....	2 00	48 00	
do 27.....	6 ox-yokes and bows.....	9 00	54 00	
do 27.....	6 ox-chains, 120½ lbs .....	0 25	30 12	
do 27.....	2 picks and handles.....	4 00	8 00	
do 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 .....	0 25	6 75	
do 27.....	5898 lbs. seed oats.....	0 06½	383 37	
do 27.....	70 seamless sacks for same.....	0 40	28 00	
do 30.....	1 whip lash .....		6 75	
do 31.....	296 lbs. domestic beef.....	0 07½	22 20	
do 31.....	1 cow skin.....		2 50	
do 31.....	4 pick axes .....	3 00	12 00	
do 31.....	1200 lbs. soap.....	0 11	132 00	
do 31.....	2 boxes glass, 8X10.....	7 00	14 00	
do 31.....	3 do 10X12 .....	7 50	22 50	
do 31.....	2 grindstones, 92 lbs .....	0 12½	11 50	
do 31.....	13½ brls., 278 gals., golden syrup.....	1 30	361 40	
do 31.....	40½ doz. (larg cans) yeast powder.....	9 00	362 25	
do 31.....	3 brls. dried apples, 658 lbs.....	0 18	118 44	
do 31.....	900 lbs. sugar (9 sacks).....		153 00	
do 31.....	125 do pepper.....	6 45	56 25	
do 31.....	94 do coffee.....	0 28	26 32	
do 31.....	880 do beans.....	0 09	79 20	
do 31.....	465 do bacon.....	0 17	79 05	
do 31.....	10 do rosin.....	0 15	1 50	
do 31.....	1 doz. penholders.....		1 00	
do 31.....	1 doz pens.....		1 00	
do 31.....	1 pkg. pins.....		1 25	
				\$3,727 36

Certified.

(Signed)

A. G. IRVINE,

Assistant Commissioner.

(Copy.)

FURNISHED Major Irvine's Party at Fort Benton.

1876.		\$	cts.	\$	cts.
May ..	1 lb. tea.....			0	70
do .....	3 lbs. sugar.....	0	17	0	51
do .....	6 lbs. bacon.....	0	17	1	62
do .....	12 lbs. beef.....	0	07½	0	90
do .....	6 lbs. beef tongues.....	6	50	3	00
do .....	447 lbs. oats.....	0	06½	29	06
do .....	20 lbs. bread.....	0	25	5	00
do .....	6½ 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.

Nov. 11th—To 4½ lbs. horse-shoe nails .....\$3 37½  
Received pay.

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.....	0	70	49	00		
49 do 1 chest, choice green tea.....	1	25	61	25		
9½ do ginger, 4-lb. packages.....	0	50	4	62		
2 brls. apples, 408 lbs.....	0	22	89	76		
2 doz. assorted butter.....	3	00	6	00		
400 beams.....	15	00	60	00		
800 lbs. sugar.....	20	00	160	00		
200 do rice.....	15	00	30	00		
200 do coffee.....	38	00	76	00		
65 sacks flour.....	10	00	650	00		

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

	\$	cts.	\$	cts.	\$	cts.
3 boxes candles, 120 lbs.....	0	30	36	00		
3 do soap, 180 lbs.....	0	15	27	00		
1 doz. axes.....			18	00		
90 lbs. desiccated onions.....	0	62½	56	25		
2 kegs nails.....	11	00	22	00		
1 doz. M. S. files.....			9	00		
3 axe helves.....	5	00	5	00		
2 gross screws.....	1	25	2	50		
2 doz. packages large tacks.....			4	00		
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	25	0	75		
2 large monkey-wrenches.....			5	00		
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 neatfoot oil.....			20	00		
3½ lbs. mustard.....	0	70	2	45		
1 coil rope (69 feet), ½ twist.....	0	25	17	25		
9 curry combs.....	0	35	3	15		
1 coil rope (83 feet) ¾ twist.....	0	25	20	75		
16 bottles oil blacking.....			4	00		
3 doz. French blacking.....			7	50		
½ do Mason's blacking.....			0	75		
58 lbs. horse-shoe nails.....	0	35	20	30		
3¼ gross 1½-inch screws.....	1	50	5	62		
5 lbs. rotten stone.....	0	25	1	25		
3½ do emery dust.....			1	00		
5 sacks salt, 1,000 lbs.....	0	07½	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.....	3	00	18	00		
5 gross pens.....			6	25		
11 tarpaulin.....	30	00	330	00		
25,054 lbs. oats.....	0	06½	1,628	51		
3,495 do potatoes.....	0	06	209	70		
5 lanterns.....			10	00		
1 case matches.....			\$	00		
10 gals. linseed oil.....			22	50		
5 lbs. lamp black.....			1	50		
6 paint brushes.....			2	25		
5 kegs horse-shoes.....	16	00	80	00		
1 sack barley, 105 lbs. (seed).....	0	09	9	45		
1 do rye, 141 lbs. (seed)—(sack, 50c.).....	0	10	14	60		
2 ploughs.....	30	00	60	00		
1 harrow (3 tarls with seat).....			45	00		
33 harrow teeth.....	0	20	6	60		
10 lbs. screws.....	0	60	6	00		
3,038 do bacon.....	0	22	668	36		
24 cotton lines.....	0	75	18	00		
2 cross-cut saws.....			10	00		
2 broad axes.....			8	00		
1 doz. 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 sheep shears.....	1	75	5	25		
1 doz. packages saddler's nails.....			3	00		
½ do shoe thread.....			0	75		
1 shoe knife.....			0	75		
1 lb. nails.....			0	50		

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

	\$	cts.	\$	cts.	\$	cts.
30 horse brushes .....			37	50		
1 doz. whip stalks.....			2	50		
52½ lbs. fair leather.....	0	65	34	13		
90 do black leather .....	0	65	58	50		
1 rivet/set.....			1	00		
½ 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	34	05		
3 do wheat, 256 lbs. (seed) do .....	0	10	26	10		
3½ do beans (seed).....	0	45	1	57		
3½ do beets (seed).....	1	30	4	06		
4 doz. cabbage.....			1	60		
5¼ lbs. carrot seed.....	1	55	8	91		
4 oz. cucumber seed.....	0	30	1	20		
4 do lettuce do .....	0	45	1	80		
6 do onions do .....	0	45	2	70		
8 qts. do sets .....	0	75	6	00		
7 do peas.....	0	55	3	85		
2 oz. pumpkin seed.....	0	25	0	50		
3½ lbs. raddish do .....	1	55	5	43		
3½ do turnip do .....	1	05	3	28		
3½ do ruta-baga seed.....	1	05	3	67		
46 packages assorted do .....	0	10	4	60		
1 oz. tomato do .....			0	50		
1 do squash do .....			0	25		
1 do spinach do .....			0	10		
1 do parsley do .....			0	50		
2 do cauliflower do .....	0	40	0	80		
1 do celery do .....			0	40		
3½ lbs. corn.....	0	45	1	57		
1 oz. raddish seed.....			0	20		
1 do lettuce do .....			0	40		
1 do cucumber do .....			0	25		
3½ lbs. peas .....	0	55	1	93		
½ lb. parsnip seed.....			0	80		
2 record books .....			4	00		
1 receipt book.....			2	25		
9 quires C. S. D. E. Ledger.....	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		
½ do memorandum books.....			4	00		
6 do assorted memorandum books .....			13	50		
1½ spools tape.....			10	00		
1 account book.....			1	75		
1 tape line .....			5	00		
27 kettles .....	3	00	81	00		
38 pairs lock hobbles.....	4	00	152	00		
3 brooms.....			1	50		
2 gallons linseed oil .....			6	00		
2 jugs for same.....			1	00		
Paid freight on drugs of Hale .....			20	58		
do leather of Mashem .....						
2 cow skins for horse hobbles.....			6	00		
1000 lbs. hay, at Badger Creek, for Mr. Walsh.....			10	00		
Paid McKnight for 3 cases soap .....			1	50		
do 35 lbs. ham .....	0	25	8	75		
do 2 do tea.....			4	00		
do 10 do sugar.....			3	00		
do 30 loaves bread.....			9	00		
do 2 seamless sacks.....			1	20		
do 6 boxes sardines.....			3	00		
do 2 cans dried ham.....			1	20		
6¾ lbs. sugar for guide and interpreter.....	0	20	1	53		
1 do tea.....			0	70		
17 do meal, \$2.00; 4 loaves bread, \$1.00.....			3	00		
1 kettle.....			0	75		
142 lbs. oats.....	0	6½	9	23		
1 bottle wagon oil.....			0	50		

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

	\$	cts.	\$	cts.
1 box matches.....		0	15	
1 case brandy, for Dr. Nevitt.....		16	50	
1 bottle oil .....		0	50	
2 boxes matches.....		0	25	
1 axe and handle.....		2	50	
				\$6,729 21

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.....				12	00	
do 20... 12 assorted butts.....				3	00	
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	
					2	00
do 20... 1 keg nails.....				9	50	
do 20... 2 doz pkgs. assorted tacks.....				3	00	
do 20... 1 plough.....				30	00	
do 20... 2 cross-cut saws.....				14	00	
do 20... 53 boxes hd. bread, 2,376 lbs.....	0	13½		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	06½		2,515	89	
do 20... 60 lbs. sugar.....	0	17		10	20	
do 20... 1 chest green tea, 66½ lbs.....	1	25		83	33	
Total.....						\$3,624 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.

1875.		\$	cts.	\$	cts.	\$	cts.
June	15...	175	sacks flour .....	8	50	1,487	50
do	15...	23,568	lbs. oats.....	0	06½	1,531	92
do	15...	256	lbs. coffee.....	0	28	71	68
do	15...	224	lbs. Oolong tea.....	0	70	226	80
do	15...	1,600	lbs. white sugar.....	0	17	272	00
do	15...	70	lbs. pepper.....	0	45	31	50
do	15...	800	lbs. beans.....	0	09½	76	00
do	15...	1,000	lbs. rice.....	0	14½	145	00
do	15...	35	kegs syrup, 175 gals.....	1	30	227	50
do	15...	2	boxes window glass.....	7	50	15	00
do	15...	12	cases vegetables.....	7	50	90	00
do	15...	14	boxes soap, 1,050 lbs.....	0	11	116	50
do	15...	40	boxes hd. bread, 4,152 lbs.....	0	3½	560	52
do	15...	3½	doz. brooms.....	6	00	22	50
do	15...	1	keg wrought nails.....			12	50
do	15...	1	lantern.....			2	00
do	15...	9	doz. axe helvcs .....	5	00	45	00
do	15...	20	curry combs .....	0	35	7	00
do	15...	5	lbs. beeswax.....			3	50
do	15...	1	doz. muciage.....			2	50
do	15...	1,700	lbs. potatoes.....	0	05	85	00
do	15...	1,060	do salt.....	0	07	74	20
do	15...	50½	doz. yeast powders .....	3	00	150	50
do	15...	2	brls. dried apples, 436 lbs.....	0	18	78	48
do	15...	5	cases coal oil, 50 gals.....	0	90	45	00
do	15...	3	boxes candles, 120 lbs.....	0	30	36	00
do	15...	12	lbs pure mustard, ½ lb. tin pkgs.....	1	25	15	00
do	15...	12	lbs. ginger.....	0	50	60	00
do	15...	1	case matches.....			8	00
do	15...	4,000	lbs. bacon.....	0	17	680	00
do	15...	150	lbs. horse-shoe nails.....	0	35	52	50
do	15...	5	gals turpentine.....			7	50
do	15...	1	doz axes.....			18	10
do	15...	2	hand saws.....			4	50
do	15...	1	rip saw.....			2	50
do	15...	15	kegs horse-shoes.....	11	00	165	00
do	15...	4	pair loek hobbles.....	4	00	16	00
do	15...	14	mosq. bars.....			14	00
do	15...	15	lbs. pipe clay.....			10	00
do	15...	12	cases California condensed food.....			174	00
		Total.....					\$6,587 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. Louis to Fort  
McLeod, 20,000 lbs. at 5½ 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 Col. McLeod to buy horses .....	\$1,015 00
do S. C. Ashby .....	2,610 00
do do .....	425 50
do George Piatt.....	202 50
do James Walsh, on account.....	64 50
	<hr/>
American currency.....	\$4,317 50
	<hr/>
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.**

1875.		\$	cts.
June 20...	To 2 sorrel horses, Beelves.....	260	00
do 20...	2 do do .....	200	00
do 20...	1 do do .....	130	00
do 20...	1 do do .....	80	00
do 20...	5 do do .....	400	00
do 20...	1 gray mare do .....	65	00
do 20...	1 sorrel horse do .....	120	00
do 20...	1 bay horse, Bishop.....	115	00
do 20...	1 do Wm. Jones.....	95	00
do 20...	1 sorrel horse do .....	115	00
do 20...	1 brown horse do .....	75	00
do 20...	2 bay horses, David Jones.....	260	00
do 20...	1 sorrel horse do .....	85	00
do 20...	1 bay horse, Van Camp.....	110	00
do 20...	1 do do .....	115	00
do 20...	1 mare, Reynolds.....	120	00
do 20...	1 horse do .....	80	00
do 20...	1 roan horse, Reynolds.....	100	00
do 20...	1 bay horse, Selway.....	85	00
		<hr/>	
		\$2,610	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.

1875.		\$ 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 00	
do 17...	Supper, White Hall Station.....	1 00	
do 18...	Bed and breakfast at Gafney's Station.....	2 00	
do 18...	Horse hire, &c., from Gafney's to Preir & Co.'s.....	12 00	
do 18...	Toll over Twin Bridges.....	2 00	
do 21...	Paid Wm. Jones for driving horses to Big Hole.....	10 00	
do 21...	do Charles Beehver for collecting horses.....	36 00	
do 21...	do do board of men and self.....	11 00	
do 23...	do toll over Twin Bridges for horses.....	6 50	
do 23...	Dinner for myself and Mexican at S. Star's.....	2 00	
do 24...	Night's expenses at Fish Creek.....	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	
do 26...	do stage back for Mexican.....	15 00	
do 26...	do Magnolia Hotel bill.....	5 00	
July 3...	do meals for men.....	7 50	
do 3...	Handed Bullard to pay for meals to B.....	10 00	
do 3...	Paid Mexican for labor.....	1 00	
	Commission for buying horses.....		\$175 50
			250 00
	Total.....		\$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.

		\$ cts.	\$ cts.
June 26...	To Hire of buck stage and harness.....	5 00	
do 30...	do buggy do.....	3 00	
do 25...	26 horses to hay.....	13 00	
July 3...	18 do hay and grass.....	126 00	
do 3...	7 do do.....	25 50	
do 3...	9 do do.....	18 00	
do 3...	Ranching 5 horses 10 days.....	10 00	
do 3...	Burying dead horse.....	2 00	
			\$202 50

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.  
 June 26.—To making braud, MP..... \$ 6 00  
 July 1.—To shoeing 19 horses and 2 shoes ..... 58 50  
 \$64 50

Received payment.  
 J. P. WALSH.  
 Certified.  
 JAMES F. McLEOD,  
 Asst. Commissioner.  
 HELENA, July 6th, 1875.

NORTH-WEST MOUNTED POLICE: In account with Inspector Crozier, Cr.

1875.	Service.	Amount.	U. S. Currency.
		\$ cts.	\$ cts.
	To S. Con. Leonard & Sinclair.....	10 00	
	Steamboat fare to Bismarck.....	25 00	
	Meals.....	10 65	
	Fare to Fargo, rail.....	19 80	
	Board, Winnipeg.....	16 50	
		\$89 95	
	Add 15½ on \$16.50 difference, in currency.....	2 47	
	Carried forward.....	\$92 40	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1875.	Service.	Amount.	Currency.
	Brought forward.....	\$ cts.	\$ cts.
	To Messenger sent for McLeod or Col. Richardson.....	92 42	
	Fergus, for meals and horse feed.....	50 00	
	Tolls.....	4 00	
	Conger, for meals and horse feed.....	0 50	
	James Lee.....	8 50	
	McKnight, Walsh's expenses.....	3 75	
	Express charges on saddle.....	30 00*	
	Jacob Gruff, for herding horses.....	3 75	
	Meals, Walsh and party, with horses.....	4 00	
	Spitzley, meals, Col. McLeod's party.....	8 25	
	Crozier do do.....	2 25	
	do military coats, lodging and horse feed.....	3 00	
	Thompkins do do.....	7 25	
	E. Kelly do do.....	7 50	
	Express charges on garden seeds.....	5 50	
	Stage fare, Col. McLeod, Crozier & Ryan.....	4 50	
	Toll.....	60 00	
	Conger's bill, meals and horse feed.....	1 00	
	Lee's do do.....	6 50	
	Kelly for meals, lodging and horse feed.....	3 00	
	Ryan's expenses after mail.....	6 50	
	Feeding and delivery of four head cattle, strayed.....	17 00	
	Crozier's stage fare to Benton.....	20 00	
			\$369 17

\* 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.

Please pay L. C. Baker six dollars, U.S. currency, for carrying mail to Benton, and charge to the Police Accounts.

(Signed) J. M. WINDER,  
 Insp. Commanding.

(Gold, \$5.46.)

Messrs. J. G. BAKER & Co.  
 Benton, M.T.

TETON RIVER.

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.

FORT BENTON, 17th July, 1875.

J. G. BAKER & Co. : To Steamer "Benton," Dr.

North-West Mounted Police:

For freight on 16 packages, 3,904 lbs., at \$2.15 per 100.	\$83 93
do 1 passage from Stamford .....	50 00
Charges.....	178 43
	\$312 36

Received payment.

(Signed) JOHN C. BELL,  
Clerk.

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, Fort McLeod, Manitoba.	5, 10	16	.....	A. S. Chase, 142 .....	As per marks.
	11, 13				
	14, 15				
	18, 19				
	1, 1, 2				
	7, 12				
	3	Boxes no number			

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 from.	W. B.	Date.	Consignee and Destination.	Description of Articles.	Weight.	Rate.	N. P. R. R.—Freight.	Advanced Charges.	Total to collect.
Duluth ....	186	June 17	N.-W. M. P., Fort McLeod .....	16 packages .....	3,700	\$ 150	\$ cts. 150 00	\$ cts. 19 48	
Car 2,136.				Lake .....				8 95	
									\$178 43

C. H. .... \$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.

To hauling 5,014 lbs. goods, baggage and eleven soldiers from Fort Benton to Cypress Hills..... \$300 00

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 Bismarek..... \$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.

Hauling goods and troops to Fort McLeod, as per agree-  
ment with J. G. Baker & Co ..... \$100 00

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.

July 10—To hauling freight and passengers to Fort  
McLeod..... \$100 00

Received payment of J. G. Baker & Co.

(Signed) PETER PROVOST.

**NORTH-WEST MOUNTED POLICE:** In account with John Lamotte.

Hauling goods and troops to Fort McLeod, as per agreement with J. G. Baker & Co..... \$100 00

Received payment of J. G. 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.

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) MERNITT 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 twenty-five 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. Police: To John S. Wood, Dr.

For services of messenger for carrying mail from Fort Shaw, M.T., to Fort McLeod, British Possessions, eleven (11) days for man and horse at \$8 per day, eighty-eight dollars..... \$88 00

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.

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. BAKER & Co.,

(Signed) G. A. CROFF.

FORT BENTON, M.T.

NORTH-WEST MOUNTED POLICE: To Overland Hotel.

August 16th.--Board for policemen ..... \$38 25

(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.

FORT BENTON, 1875.

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.

(Signed) GILMER & SALISBERY.  
per POWER & BRO.,  
Agents.

Montague assisted to bring band of horses from Helena.

(Signed) J. F. M.

HELENA, M.T., 18th July, 1875.

Major McLEOD: Bought of Charles Markham.

July 2nd. —15 apparceos, \$10 each. ....	\$150 00
1 blind .....	1 00
1 bridle.....	2 50
½ dozen straps.....	3 00
Strong leather.....	1 50
	— —
Total .....	\$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.

To 2 rooms occupied by them at old Fort Benton for 1 month.....	\$50 00
--	---------

Received payment by J. G. Baker & Co.

(Signed) F. H. EASTMAN.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Date.	Service.	Currency.	
		Amount.	Total.
		\$	cts.
1875.			
July 31...	Paid F. H. Eastman, rent of fort.....	50	00
do 31...	Baker, for carrying mails.....	5	00
do 31...	Ryan, for expenses.....	20	00
do 31...	Restaurant, for two meals.....	1	50
do 31...	Chas. Markham.....	158	00
do 31...	Toll at W. John's.....	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 Gallagher.....	3	00
do 31...	Order of Major Walsh in favor of Largent.....	25	00
do 31...	Bill at Overland Hotel, Benton, for men's board (invalids)...	38	25
do 31...	Geo. Croff, board for herders.....	4	50
do 31...	Brooks, brandy for invalids.....	5	00
do 31...	J. S. Woods, carrying mail.....	88	00
do 31...	M. C. Page, Attorney, fees in extradition case.....	2,500	00
do 31...	T. C. Power & Bro., for wagon.....	250	00
do 31...	Transportation of goods and troops to Fort McLeod.....	196	50
do 31...	do do do.....	100	00
do 31...	do do do.....	100	00
do 31...	do do do.....	100	00
do 31...	do do do.....	100	00
do 31...	Alexander A. Kidd, transportation of two men from Fort McLeod to Fort Benton.....	50	00
do 31...	Steamer "Mead," transportation of four men, Benton to Bismarek.....	160	00
do 31...	J. Kennedy, transportation of eleven men and 5,014 lbs. baggage to Cypress Mountain.....	300	00
do 31...	Transportation of goods on Steamer "Benton".....	312	36
do 31...	Set of harness for Jerry Potts, 11th November, 1874.....	45	00
			\$4,645 86
	Gold.....		\$4,222 84

Certified.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Date.	Service.	Gold.	
		Rate.	Amount.
1875.		\$ cts.	\$ cts.
July 31...	Paid freight on saddles.....		7 00
do 31...	do canned goods.....		9 90
Aug. 6...	do hauling 5,918 lbs. goods.....	0 02½	147 95
do 6...	do do 4,089 lbs. merchandise.....	0 02½	102 20
Sept. 3...	do do 1,172 lbs. do July 6.....	0 02½	29 30
do 3...	do do 128 lbs. do do 6.....	0 02½	3 20
do 3...	do do 150 lbs., 5 saddles.....	0 02½	3 75
do 7...	do do 3,766 lbs., 15 packages merchandise.....	0 02½	94 15
			\$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.

1875.		\$ cts.	\$ cts.	\$ cts.
July 10...	To 549 lbs. bread.....		71 00	
do 10...	29 do biscuit.....		3 92	
do 10...	486 do beef.....		72 97	
do 10...	71 do pork.....		12 07	
do 10...	395 do potatoes.....		13 82	
do 10...	40 do tea.....		28 00	
do 10...	65½ lbs. sugar.....		11 18	
do 10...	1 do pepper.....		0 20	
do 10...	20 do salt.....		1 40	
do 10...	33 tin plates.....		5 50	
do 10...	33 knives and forks.....		16 50	
do 10...	33 spoons.....		2 75	
do 10...	33 tin cups.....		6 60	
do 10...	10 yds. towelling.....		2 50	
do 10...	18 lbs. soap.....	0 11	1 98	
do 10...	2 boxes matches.....		0 25	
do 10...	2 wash basins.....	1 00	2 00	
do 10...	1 flesh fork.....		0 50	
do 10...	1 butcher knife.....		1 00	
do 10...	1 memorandum book.....		0 50	
do 10...	2 tin plates.....		2 50	
do 10...	1 scrub brush.....		0 50	
do 10...	1 axe and handle.....		2 50	
do 10...	2 cans condensed milk.....		0 35	
do 10...	½ cord wood.....		4 00	
do 10...	1 dipper.....		0 50	
do 10...	1 lb. twine.....		0 50	
do 10...	4½ doz. towels.....	4 00	18 67	
do 10...	17 lbs. soap.....	0 11	1 87	
do 10...	2 boxes hard bread, 161 lbs.....	0 13	21 73	
do 10...	10 lbs. tea.....	0 70	7 00	
do 10...	19 do sugar.....	0 17	3 22	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1875.		\$ cts.	\$ cts.		
July	10...	To 1 can pepper.....		0 25	
do	10...	20 lbs. potatoes.....	0 03½	0 70	
do	10...	2 large camp kettles.....	3 00	6 00	
do	10...	2 frying pans.....	1 50	3 00	
do	10...	1 axe handle.....		2 50	
do	10...	1 lantern.....		2 00	
do	10...	1 lb. candles.....		0 30	
do	10...	1 doz. boxes matches.....		1 50	
do	10...	19 lbs. pecans (beans).....	0 09½	3 70	
do	10...	150 do bacon.....	0 17	25 50	
do	10...	2 seamless sacks.....		1 00	
do	10...	10 lbs. salt.....		0 70	
do	10...	33 musquito bars.....	0 75	24 75	
do	10...	4 bags hard bread, 426 lbs.....	0 13	57 51	
do	10...	390 lbs. bacon.....	0 17	66 30	
do	10...	24 do Oolong tea.....	0 70	16 80	
do	10...	50 do sugar.....	0 17	8 50	
do	10...	1 can pepper.....		0 20	
do	10...	50 lbs. potatoes.....	0 03½	1 75	
do	10...	50 do beans.....	0 09½	4 75	
do	10...	10 do salt.....	0 07	0 70	
do	10...	4 large camp kettles.....	3 00	12 00	
do	10...	1 lantern.....		2 00	
do	10...	3 frying pans.....	1 50	4 50	
do	10...	1 lb. candles.....		0 30	
do	10...	1 case matches, 2 doz. boxes.....		3 00	
do	10...	1 pair counter scales.....		20 00	
do	10...	15 pair counter lock hobbles.....	4 00	60 00	
do	10...	7½ lbs. rope.....	0 25	1 88	
do	10...	350 do oats.....	0 06	204 75	
do	10...	1 ball twine.....		0 50	
do	10...	1 keg.....		2 00	
do	10...	1½ yds. cotton.....	0 20	0 25	
do	10...	2½ doz. nose bags.....	15 00	41 25	
do	10...	6 water kegs.....	2 00	12 00	
do	10...	Oats and hay to feed horses.....		10 00	
					\$1,010 83
Aug.	14...	1 memorandum book.....		0 75	
do	14...	Penholders and envelopes.....		1 00	
do	14...	1 lb. soap for Oliver and Gallagher.....		0 11	
do	14...	29 lbs. soda crackers.....	0 20	5 80	
do	14...	Tea.....		0 70	
do	14...	1 coffee pot.....		1 50	
do	14...	1 fry pan.....		1 50	
do	14...	2 plates.....		0 50	
do	14...	1 knife.....		1 00	
do	14...	5 lbs. sugar.....		0 85	
do	14...	12 do. bacon.....	0 17	2 04	
do	14...	1 box matches.....		0 15	
do	14...	1 water keg.....		2 00	
do	14...	3 cans condensed milk.....		1 50	
do	14...	1 bottle pickles.....		1 00	
do	14...	5 lbs. cheese.....		1 50	
do	14...	Passage, Messrs. Oliver and Gallagher to McLeod..		10 00	
do	14...	14 lbs. ham.....	0 21	2 94	
do	14...	20 do crackers.....	0 15	3 00	
do	14...	2 do sugar.....	0 17	0 34	
do	14...	1 sack, 80 lbs.....	0 06½	5 20	
					\$43 88
					\$1,054 21

Certified.

J. F. McLEOD,  
Assistant Commissioner.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Fort McLeod.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Aug. 14...	To 1 cut saw.....		2 50	
do 14...	1 rip do .....		2 00	
do 14...	1 panel saw .....		1 50	
do 14...	1 adze.....		2 50	
do 14...	1 steel square.....		3 00	
do 14...	1 spirit level.....		3 00	
do 14...	1 plane.....		2 50	
do 14...	2 smooth. planes.....		2 50	
do 14...	2 bevel squares.....		2 50	
do 14...	1 pair set compasses.....		1 50	
do 14...	1 pair s. saw set.....		1 00	
do 14...	1 oil stone.....		1 50	
do 14...	1 steel gauge.....		1 00	
do 14...	1 do.....		0 50	
do 14...	1 hand saw.....		2 00	
do 14...	1 pair match planes.....		3 00	
do 14...	1 rabbet do.....		0 75	
do 14...	1 bead do.....		0 75	
do 14...	1 rabbet do.....		1 50	
do 14...	1 tri. square.....		0 75	
do 14...	1 oil-can.....		1 00	
do 14...	1 scratch-awl.....		0 25	
do 14...	1 jack-plane.....		5 00	
do 14...	1 steel square.....		3 00	
do 14...	5 chisels.....		6 25	
do 14...	2 hatchets.....		3 00	
do 14...	2 hammers.....		3 00	
do 14...	1 cross-cut saw.....		2 00	
do 14...	9 saw files.....		9 00	
do 14...	1 large monkey wrench.....		2 00	
do 14...	1 small do do.....		1 25	
do 14...	1 steel square.....		3 00	
do 14...	10 rabbet metal.....		6 00	
do 14...	2 1-pint oil-cans.....		1 50	
do 14...	1 8 oz. hammer.....		1 50	
do 14...	2 2-foot rules.....		2 00	
do 14...	6 shoeing knives.....		3 00	
do 14...	2 do hammers.....		3 00	
do 14...	1 gallon linseed oil and 1 can.....		4 00	
do 14...	1 lb. 1-in. copper rivets.....		1 50	
do 14...	1 bar $\frac{1}{2}$ steel.....		4 25	
do 14...	1 wax.....		1 50	
do 14...	1 saddler's horse.....		7 50	
do 14...	1 cutting gauge.....		3 00	
do 14...	1 round knife.....		1 50	
do 14...	4 dozen needles.....		1 00	
do 14...	3 point awl hafts.....		4 50	
do 14...	1 rivet set.....		1 00	
do 14...	1 dozen saddler's thread.....		3 00	
do 14...	2 str. awls (assorted).....		1 00	
do 14...	1 tool for trimming edge.....		1 00	
do 14...	1 iron creaser.....		1 00	
do 14...	1 pair moccasins.....		1 00	
do 14...	6 assorted punches.....		4 00	
do 14...	1 dink (marking wheel).....		1 00	
do 14...	2 black wax.....		1 50	
do 14...	2 cutters and clasps.....	5 00	10 00	
do 14...	10 lbs. solder.....	0 30	3 00	
do 14...	1 monkey wrench.....		1 25	
do 14...	1 case brandy.....		24 00	
do 14...	1 bicarbonate potash.....		0 75	
do 14...	1 iodi. potash.....		6 00	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Fort McLeod.

Date.	Quantity and Description.	Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
1875.				
Aug. 14...	To 1 bromide potash.....		1 50	
do 14...	1 nit. potash.....		0 50	
do 14..	2 oz. silver stick.....		3 00	
do 14...	4 lb. bicarb. soda.....		1 00	
do 14...	10 do epsom saltz.....		2 50	
do 14...	4 oz. hy-irate chloral.....		1 50	
do 14...	4 do pulv. opium.....		3 20	
do 14...	2 lbs. tr. do.....		5 00	
do 14...	2 oz. ex. do.....		5 00	
do 14...	2 lbs. tr. I camphor.....		3 00	
do 14...	4 oz. quinine sulph.....	3 50	14 00	
do 14...	2 lbs. gum camphor.....		2 00	
do 14...	4 oz. pulv. ipecac.....		1 00	
do 14...	1 lb. tr. belladonna.....		1 50	
do 14...	1 do iodine.....		1 50	
do 14...	1 do arnica.....		4 00	
do 14...	1 do nox. vom. ....		1 00	
do 14...	2 do hyoscyamus.....		2 00	
do 14...	1 do ammonia.....		1 00	
do 14...	1 do collodion.....		2 00	
do 14...	2 do glycerine.....		2 50	
do 14...	6 do castor oil.....		6 00	
do 14...	1 doz. seidlitz powders.....		5 00	
do 14...	4 do suet.....		10 00	
do 14...	5 yards adhesive plaster.....		5 00	
do 14...	1 oz. cyodute.....		0 75	
do 14...	1 doz. oint. boxes.....		0 25	
do 14...	½ do oint. iodine.....		0 75	
do 14...	1 bottle gargling oil.....		0 50	
do 14...	6 do castor oil.....	0 50	3 00	
do 14...	6 do vermilion.....	0 75	4 50	
do 14...	25 lbs. white lead.....		6 50	
do 14...	5 do emery dust.....		1 75	
do 14...	7 ax. coffee, 911 lbs.....	0 28	255 08	
do 14...	4 chests tea, 178 lbs.....	0 70	124 60	
do 14...	1 sack pepper, 105 lbs.....	0 45	47 25	
do 14...	5 do beans, 500 lbs.....	0 09½	47 50	
do 14...	10 do rice, 1000 lbs.....	0 14½	145 00	
do 14...	4 brls. salt, 1120 lbs.....	0 07	78 40	
do 14...	2 do y. powder, 60 doz.....	3 00	180 00	
do 14...	6 do dried apples, 1214 lbs.....	0 18	218 52	
do 14...	20 cases coal oil, 200 gals.....	0 90	180 00	
do 14...	12 boxes candles, 480 lbs.....	0 30	144 00	
do 14...	6 cases matches.....	8 00	48 00	
do 14...	40 lbs. mustard.....	0 70	28 00	
do 14...	2 doz. brooms.....	6 00	12 00	
do 14...	325 sacks flour.....	8 50	2,762 50	
do 14...	1084 do oats, 94,662 lbs.....	0 06½	6,153 03	
do 14...	48 do sugar, 4,800 do.....	0 17	816 00	
do 14...	3¼ halliard rope.....	0 25	0 81	
do 14...	1 fire setter.....		75 00	
do 14...	9 doz. blacking.....	1 50	13 50	
do 14...	10 bars round iron, 454 lbs.....	0 12½	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 14...	6 doz. ¾-in. buckles.....	0 50	3 00	
do 14...	5 gals. lard oil.....	3 00	15 00	
do 14...	1 pair stay straps.....		2 00	
do 14...	1 do breast do.....		2 50	
do 14...	1 ring.....		0 75	
do 14...	1 whip.....		5 00	
do 14...	1 colter for plough.....		10 90	

**NORTH-WEST MOUNTED POLICE:** In account with J. G. Baker & Co. Shipped to Fort McLeod.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Aug. 14...	To 12 doz. $\frac{3}{4}$ in. buckles.....	0 60	7 20	
do 14...	12 do $\frac{1}{2}$ in. do .....	0 75	9 00	
do 14...	6 do 1 in. do .....	1 00	6 00	
do 14...	8 martingale rings .....	0 50	4 00	
				\$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.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Sept. 1...	To 243 sacks flour.....	8 50	2,065 50	
do 1...	114,292 lbs. oats.....	0 06 $\frac{1}{2}$	7,428 98	
do 1...	5,708 do hard bread.....	0 13	770 58	
do 1...	388 do coffee.....	0 28	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 09 $\frac{1}{2}$	114 00	
do 1...	1,200 do rice.....	0 14	174 00	
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 30	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 25	15 50	
do 1...	49 gals. vinegar.....	1 20	58 80	
do 1...	200 do syrup.....	1 30	260 00	
do 1...	24 cans.....	1 00	24 00	
do 1...	460 lbs. potatoes.....	0 06	27 60	
do 1...	86 do pepper.....	0 45	38 70	
do 1...	1 doz. cans pepper.....		2 50	
do 1...	93 $\frac{1}{2}$ do yeast powder.....	3 00	279 50	
do 1...	46 lbs. press tobacco.....	1 35	62 10	
do 1...	834 do Soullard do .....	0 74	617 16	
do 1...	128 do do do .....	0 65	83 20	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Sept. 1...	To 3 kegs cut nails .....		29 50	
do 1...	1 do wrought nails .....		12 50	
do 1...	1 cross-cut saw and handles .....		10 00	
do 1...	9 brooms .....	0 50	4 50	
do 1...	1 doz. mill-saw files.....		10 00	
do 1...	5 whip-saw do .....		4 00	
do 1...	4 pairs 12-inch strap hoes.....	2 50	10 00	
do 1...	1 doz hasps and staples.....		6 00	
do 1...	3 whip-saws and handles.....	16 50	49 50	
do 1...	6 extra knob locks.....	2 00	12 00	
do 1...	1 doz. padlocks.....		6 00	
do 1...	1 broad axe.....		5 00	
do 1...	1 do .....		5 00	
do 1...	1 foot adze.....		5 00	
do 1...	4 box glass .....	7 50	30 00	
do 1...	1/2 doz. w. w. brushes.....		7 50	
do 1...	1 monkey wrench.....		3 00	
do 1...	1 tape line.....		3 00	
do 1...	3 hand saws.....		7 00	
do 1...	1 brace .....		3 00	
do 1...	1 hand axe.....		3 00	
do 1...	1 hammer .....		1 50	
do 1...	1 draw knife.....		2 50	
do 1...	1 spirit level.....		2 50	
do 1...	4 planes.....		8 00	
do 1...	1 rule.....		1 00	
do 1...	12 augers, assorted.....		12 00	
do 1...	1 iron square .....		1 00	
do 1...	6 auger handles .....		1 50	
do 1...	4 chisels.....		5 00	
do 1...	6 carpenters' pencils .....		0 50	
do 1...	1 oil stone.....		0 25	
do 1...	1 oil can .....		0 50	
do 1...	1 doz. whit stones.....		3 00	
do 1...	1 grindstone fixtures.....		4 00	
do 1...	2 picks and handles .....		5 00	
do 1...	2 hay rakes.....	1 00	2 00	
do 1...	6 do forks .....	1 50	9 00	
do 1...	1 pair counter scales.....		20 00	
do 1...	3 horse buckets.....		3 00	
do 1...	35 window sashes.....	1 00	35 00	
do 1...	3 wood faucets .....	0 50	1 50	
do 1...	2 iron do .....	0 75	1 50	
do 1...	2 shovels .....	2 50	5 00	
do 1...	1 spade.....		2 00	
do 1...	1 colter for plough .....		5 00	
do 1...	1 cook stove, No. 80.....		55 00	
do 1...	12 joints pipe.....		7 20	
do 1...	1 extra boiler, No. 80.....		5 00	
do 1...	4 lamps .....		4 00	
do 1...	6 1/2 doz. chimneys.....	3 00	18 50	
do 1...	2 lamp wicks.....		0 50	
do 1...	10 boxes boot blacking.....	1 50	15 00	
do 1...	1 oil can .....		0 50	
do 1...	1/2 quire emery paper.....		0 50	
do 1...	1 letter book.....		5 50	
do 1...	4 bottles copying ink.....		4 00	
do 1...	2 do carmine .....		1 50	
do 1...	3 ink stands .....		1 50	
do 1...	1 doz. penholders .....		0 75	
do 1...	1 box pens.....		2 50	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Sept. 1...	To 6 quires foolscap paper.....		1 50	
do 1...	2 do note do.....		0 50	
do 1...	2,000 envelopes.....	6 00	12 00	
do 1...	200 official envelopes.....		3 00	
do 1...	3 blank books.....		6 00	
do 1...	10 mosquito bars.....		12 00	
do 1...	1/2 doz. door knobs.....		1 00	
do 1...	6 prs. overalls.....		12 00	
do 1...	15 lbs. putty.....	0 25	3 75	
do 1...	2 boxes horse nails, 50 lbs.....	0 35	17 50	
do 1...	10 bars rod iron, 352 lbs.....	0 12 1/2	44 00	
do 1...	2 open links.....		1 00	
do 1...	6 bars H. iron, 63 lbs.....	0 15	9 45	
do 1...	2 single trees, ironed.....		3 50	
do 1...	1 double do.....		12 00	
do 1...	2 kegs horse shoes.....	11 00	22 00	
do 1...	2 cases axle grease.....	9 00	18 00	
do 1...	2 double-trees.....	2 50	5 00	
do 1...	4 do.....	1 50	6 00	
do 1...	2 copper rivets.....		3 00	
do 1...	192 feet lumber, delivered in Benton.....	0 05	9 60	
do 1...	95 lbs. lime.....	0 05	4 75	
do 1...	6 do thread.....	2 50	15 00	
do 1...	2 do do saddler's.....	1 50	3 00	
do 1...	343 do oats, delivered to man Carver.....	0 06	22 39	
do 1...	2 do tea.....	0 70	1 40	
do 1...	9 do sugar.....	0 17	1 53	
do 1...	36 do soda crackers.....	0 15	5 40	
do 1...	12 1/2 do ham.....	0 21	2 62	
do 1...	1 coffee pot.....		1 50	
do 1...	1 gauge knife.....		3 00	
do 1...	4 awl blades.....		0 25	
do 1...	2 lbs. beeswax.....		1 50	
do 1...	1 doz. pairs butts.....		3 00	
do 1...	4 gross screws.....	1 50	6 00	
do 1...	2 1-gal. measures.....	1 50	3 00	
do 1...	1 1-qt. measure.....		1 00	
do 1...	2 1-pt. measures.....	0 75	1 50	
do 1...	2 funnels.....	0 50	1 00	
do 1...	2 scoops.....	1 50	3 00	
do 1...	4 lanterns.....	2 00	8 00	
do 1...	4 4-oz bottles glycerine.....		1 60	
do 1...	1/2 oz. gum camphor.....		0 50	
do 1...	3 lbs. mustard.....		3 00	
do 1...	1 do tinc. opi.....		1 25	
do 1...	1/2 do balsam copaiba.....		2 00	
do 1...	2 lb. bottles buchu.....	1 00	2 00	
do 1...	4 lbs. cotton batting.....	0 60	2 40	
do 1...	2 doz. 2 and 4-oz. phials.....		2 00	
do 1...	1 lbs. tinc. opi. camphor.....		1 25	
do 1...	1 gross corks.....		0 75	
do 1...	4 oz P. opii.....		3 00	
do 1...	4 lbs. epsom salts.....		1 00	
do 1...	6 bottles brandy.....		8 50	
do 1...	1 qt. bottle castor oil.....		1 00	
do 1...	6 oz. calami.....		1 50	
do 1...	1 lb. tinct. gent. comp.....		2 50	
do 1...	1/2 do aconite.....		1 25	
do 1...	6 oz. wine calami.....		1 00	
do 1...	8 lbs. syrups sarsae.....		1 00	
do 1...	1 lb. iod. pot.....		6 00	

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co. Shipped to Cypress Hills.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1875.		\$ cts.	\$ cts.	\$ cts.
Sept. 1...	To 1/2 lb. soda.....		0 15	
do 1...	25 lbs. oatmeal, 1/2-lb. pkgs.....		7 50	
do 1...	1 lb. tr. iron.....		1 00	
do 1...	2 lbs. oil recinia.....		1 50	
do 1...	1 lb. ginger.....		1 00	
do 1...	1 do glycerine.....		1 00	
do 1...	1 do paregoric.....		1 50	
do 1...	4 oz. P. O. opii.....		3 00	
do 1...	2 lbs. salts.....		0 50	
do 1...	1 pint castor oil.....		0 75	
do 1...	2 calami.....		0 50	
do 1...	1 pint syrup squills.....		1 00	
do 1...	4 boxes (M. W. Seley).....		1 00	
do 1...	1 lb. gold thread.....		0 75	
do 1...	2 oz. P. morphine.....		18 00	
do 1...	2 lbs. sug. lead.....		0 50	
do 1...	2 do grd. pot.....		2 50	
do 1...	4 oz. tr. mu. ferri.....		0 50	
do 1...	1 qt. alcohol.....		1 25	
do 1...	2 oz. tart. acid.....		0 50	
do 1...	2 do gum arabic.....		2 50	
do 1...	1 lb. vin. ipecac.....		1 00	
do 1...	1 padlock.....		0 50	
do 1...	4 bottles castor oil.....		2 00	
do 1...	6 do port wine.....		7 50	
do 1...	6 oz. P. jalap.....		0 75	
do 1...	2 do tinc. arnica.....		1 50	
do 1...	2 do amm. fort.....	1 00	2 00	
do 1...	4 sponges.....		2 00	
do 1...	1 small spatula.....		1 00	
do 1...	2 lbs. syrup squills.....		2 00	
do 1...	2 do tinc. ipecac.....		2 00	
do 1...	2 do syrup pruna.....		2 00	
do 1...	1 do tinc. capsici.....		1 50	
do 1...	2 do olive oil.....		1 50	
				\$15,033 72

Certified.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

22nd February, 1875.

Please pay bearer two dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

24th February, 1875.

Please pay bearer four dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

25th February, 1875.

Please pay bearer five dollars for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
26th February, 1875.

Please pay bearer two dollars for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
28th February, 1875.

Please pay bearer two dollars for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
28th February, 1875.

Please pay bearer two dollars and fifty cents for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
28th February, 1875.

Please pay bearer three dollars for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
28th February, 1875.

Please pay bearer four dollars for dressing robes.

J. G. BAKER & Co.,  
Benton.(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
1st March, 1875.

Please pay bearer three dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
2nd March, 1875.

Please pay bearer two dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE.  
4th March, 1875.

Please pay bearer three dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
4th March, 1875.

Please pay bearer nineteen dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
4th March, 1875.

Please pay bearer eleven dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
3rd March, 1875.

Please pay bearer three dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
4th March, 1875.

Please pay bearer eight dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
6th March, 1875.

Please pay bearer one dollar for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
6th March, 1875.

Please pay bearer two dollars for dressing robes.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
6th March, 1875.

Please pay bearer three dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
7th March, 1875.

Please pay bearer four dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
7th March, 1875.

Please pay bearer three dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
7th March, 1875.

Please pay bearer two dollars and a half for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
8th March, 1875.

Please pay bearer two dollars and fifty cents for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
8th March, 1875.

Please pay bearer six dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

FORT McLEOD, 15th March, 1875.

Please pay the bearer three dollars in goods (in payment for tanning a buffalo robe), and charge to the Police account.

(Signed) J. WINDER.

CHAS. CONRAD, Esq.,  
Present.

(Copy.)

NORTH-WEST MOUNTED POLICE,  
3rd March, 1875.

Please pay bearer two dollars for dressing robe.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

J. G. BAKER & Co.,  
Benton.

(Copy.)

FORT McLEOD, B. P., 5th October, 1875.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker &amp; Co.

## ROBE ACCOUNT.

			\$	cts.	\$	cts.	
Feb.	21...	1	Paid Indian order, robe dressed.....	2	00		
do	24...	2	do do .....	4	00		
do	25...	3	do do .....	5	00		
do	26...	4	do do .....	2	00		
do	28...	5	do do .....	2	00		
do	28...	6	do do .....	2	50		
do	28...	7	do do .....	3	00		
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	do do .....	11	00		
do	3...	14	do do .....	3	00		
do	3...	15	do do .....	8	00		
do	6...	16	do do .....	1	00		
do	6...	17	do do .....	2	00		
do	6...	18	do do .....	3	00		
do	6...	19	do do .....	4	00		
do	7...	20	do do .....	3	00		
do	7...	21	do do .....	2	50		
do	8...	22	do do .....	2	50		
do	8...	23	do do .....	6	00		
do	15...	24	do do .....	3	00		
do	3...	25	do do .....	2	00		
			Less, exchange.....			\$102	50
			Gold.....			9	41
						\$93	09

(Copy.)

BENTON, MONTANA, 15th April, 1875.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

	\$ cts.	\$ cts.	\$ cts.
272½ lbs. sugar.....	0 20	54 50	
155 do coffee.....	0 38	58 90	
½ doz. balls cotton twine.....	3 00	1 50	
½ do cans mustard.....	3 00	1 50	
1 lantern.....		21 00	
5 doz. under-shirts.....	14 00	70 00	
½ do overalls.....	1 50	9 00	
6 cases peaches, (3-lb. tins).....	10 50	63 00	
1 do pickled fruit, do.....		10 50	
3 do corn, do.....	10 50	31 50	
3 do tomatoes, do.....	8 50	25 50	
1 do assorted fruit, do.....		10 50	
254 lbs. tobacco.....	0 96	243 84	
1 doz. lamp burners.....		3 00	
2 lbs. gum arabic.....	1 50	3 00	
1 doz. mucilage.....		2 50	
83½ lbs. rope.....	0 25	20 88	
2 scythes.....	2 00	4 00	
2 cradles.....	6 00	12 00	
2 snaths.....	0 75	1 50	
5 gals. alcohol.....	3 50	17 50	
117 lbs. linseed.....	0 50	58 50	
6 pairs shoemakers' lasts.....	1 00	6 00	
12 packages shoemakers' tacks.....		3 00	
1 gross lasting tacks.....		1 75	
½ lbs. shoemakers' thread.....		4 50	
1 morocco hide.....		3 00	
5 lbs. beeswax.....	0 75	3 75	
34 do bacon.....	0 22	7 48	
40 do smoking tobacco.....	1 00		
			\$734 60
			40 00
Total, American currency.....			\$774 60

I certify the above account is correct.

(Signed) H. M. P. NORMAN,

Certified.

(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(Gold, \$704.18.)

(Copy.)

FORT RICHARDSON, 1st September, 1875.

NORTH-WEST MOUNTED POLICE: Beef Contract Account.

Date.	Quantity.	Rate.	Amount.	Total.
		cts.	\$ cts.	\$ cts.
June 4....	To 458½ lbs.....	7½		
do 16....	674 do .....	7½		
do 23....	472 do .....	7½		
do 26....	368 do .....	7½		
July 1....	397 do .....	7½		
do 31....	438 do .....	7½		
Aug. 4....	464 do .....	7½		
do 8....	431 do .....	7½		
do 13....	455 do .....	7½		
do 19....	274 do .....	7½		
do 24....	396 do .....	7½		
	4,827½ lbs.....	7½	362 06	
Sept. 1....	338 lbs.....	7½		
do 5....	399 do .....	7½		
do 10....	381 do .....	7½		
do 15....	396 do .....	7½		
	1,514 lbs.....		113 55	
	Less, exchange.....			475 61 45 24
				\$430 37

I certify the above account is correct.

(Signed) H. M. P. NORMAN,  
J.P.S.

25th November, 1875.

(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.)

NORTH-WEST MOUNTED POLICE, DR.: To L. C. Baker.

Carrying mail from Fort McLeod to Benton, and back in  
March ..... \$125 00

By cash at Benton ..... \$30 00  
" order attached..... 95 00  
\$125 00

(Gold, \$113.66.)

Approved.  
(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

(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.

(Signed) 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.

Date.	Quantity and Description.	Currency.	
		Rate.	Total.
1875.		\$ cts.	\$ cts.
Jan. 14..	To 1½ lbs. balsam copaiba .....	6 00	8 25
do 14..	¼ do spirits nitre.....	6 00	4 50
do 14	2 pkgs. hops .....	0 75	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 Sergt.-major .....		3 50
do 19..	163 lbs. coffee.....		81 50
March 1..	5 gals. linseed oil.....	1 97	9 85
Feb. 25..	1,037 lbs. meat.....		51 85
March 2..	2 5 gal. kegs syrup.....	12 50	25 00
do 3..	440 lbs. meat.....	0 05	22 00
do 7..	957 do do .....	0 05	47 85
do 7..	100 do sugar.....	0 45	45 00
do 24..	2,003 do meat.....	0 05	100 15
April 8..	100 do coffee.....	0 50	50 00
do 11..	Use, 11 horses and 8 dogs, \$2.00 per day .....		176 00
do 11..	1 horse lost on trip.....		35 00
do 15..	Kegs: 4 at \$1.00, 1 at \$1.50, 1 at \$2.00 .....		7 50
do 22..	2 cow skins .....	1 50	3 90
do 22..	100 lbs. navy tobacco.....		96 00
do 22..	765 do meat.....	0 05	37 25
do 25..	3 kegs syrup.....	9 50	28 50
do 25..	1 do from Healy & Co., Walsh.....		25 00
do 27..	1 do .....		11 00
do 27..	20 lbs. butter.....	0 75	15 00
do 27..	1 case tomatoes .....		10 50
do 27..	90 lbs. dried apples .....		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 00
do 15..	Paid Healy & Co., freight on drugs .....		15 00
do 15..	Use team in hauling .....		7 00
do 15..	Paid ferrage at Marias en route to Benton .....		5 00
do 15..	do 8 meals do do .....		6 00
do 15..	40 lbs. tobacco, Sargeant & Co.....		22 58
do 21..	1 do .....		1 50
do 27..	1 shoeing hammer.....		1 50
do 27..	1 mosquito bar.....		2 50
do 27..	1 do .....		2 50
July 1..	1 yd. do .....		0 35
	Am. cy.....		\$1,233 68
	Gold.....		\$1,120 73

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.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.  
 MERCHANDISE ACCOUNT.

Date.	Quantity and Description.	Gold.	
		Rate.	Amount.
		\$ cts.	\$ cts.
1875.			
July 11...	101 lbs. tobacco .....	0 95	95 95
do 11...	Platform scales .....		44 64
do 14...	46½ lbs. cheese .....		14 88
do 14...	1 padlock .....		1 00
do 17...	Capt. Winder's order for Lamot. ....		4 00
do 26...	do do freight on Ryan's baggage .....		1 00
do 28...	do do in favor of Hill .....		2 00
Aug. 5...	4½ lbs. rope .....	0 50	2 38
do 7...	10 do hard bread .....	0 25	2 50
do 10...	1 padlock .....		0 75
do 11...	1 chisel by Foster .....		2 00
do 12...	2 padlocks .....		1 50
do 13...	2 do .....		1 50
do 18...	5 cow skins .....	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...	1 cow skin .....		2 00
do 7...	2 cans wagon grease .....		2 00
do 7...	2 cow skins .....		4 00
do 8...	366 lbs. ham .....	0 30	109 80
do 8...	Onions, dried .....		1 25
do 8...	3 cakes chocolate .....		1 05
do 8...	10 lbs. currants .....	0 50	5 00
do 8...	12 empty sacks .....	0 50	6 00
do 8...	1 caddy tobacco, 19 lbs. ....		22 80
do 8...	1 case milk .....		20 00
do 12...	14 boxes sardines .....		8 40
do 12...	5 lbs. apples .....		2 50
do 12...	6 boxes peaches .....		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
do 14...	10½ lbs. rope .....	0 50	5 13
do 15...	1 blanket .....		5 00
do 19...	1 cow skin .....		2 00
do 20...	½ 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 9...	12 do tea, per Walsh from Kerler .....		18 00
do 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.

(Copy.)

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 .....	\$ 921 75
do	W. E. Cullen.....	231 40
do	Frederick Power.....	21 00
do	W. G. Conrad.....	46 00
do	Charles D. Hard.....	400 00
do	Pelky, Buck & Grindle.....	36 00
do	James Arroux.....	51 00
do	Wm. B. Judd.....	27 00
do	James D. Pelletier.....	25 00
do	David Brush.....	5 00
do	Moses Solomon.....	51 00
do	Thumb, Leighton & Buck .....	18 00
do	H. P. Grenelle.....	6 00
do	Geo. M. Bell.....	50 50
do	R. Haneiro (Tony).....	80 00
do	J. X. Beidler.....	199 50
do	A. Farwell.....	450 00
do	C. D. Sullivan.....	30 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.....	20 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. ....	8 00
do	Toll on road.....	2 50
do	Express charges, Francis Irvine's valise...	8 00
do	do Wood's valise.....	3 00
do	St. Louis Hotel bill.....	703 27
do	Wood, for expenses on road.....	10 00
do	Telegraph bill. ....	70 35

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.)

DOMINION OF CANADA, by Col. Jas. F. McLeod, Commissioner, to Wm. F. Wheeler, U.S. Marshall, Montana, for services rendered and expenses paid in extradition case of the United States vs. Thos. Hardwick and others, before Wm. E. Cullen, U.S. Commissioner, to conduct examination at Helena. Montana :

1875.

July 27.—	For cash paid Chas. G. Reynolds, Deputy, for his fees and expenses in said case as per his <i>Voucher No. 1</i> , fyled herewith.	\$120 50
do	For cash paid Jno. A. Quirk, Special Deputy, for his services and expenses, as per his <i>Voucher No. 2</i> , fyled herewith.....	275 00
do	For cash paid J. F. Taylor, Treasurer of Lewis and Clarke County, Montana Territory, for subsisting and keeping the five defendants in said case in the jail of Lewis and Clarke County, at the rate paid by the United States for keeping its prisoners, as per his <i>Voucher No. 3</i> , fyled herewith.....	320 00
do	For cash paid Walter Corwin for his services as guard for said defendants at court in day, and at jail at night, as per his <i>Voucher No. 4</i> , fyled.....	140 00
do	For cash paid Taylor & Allen for their bill for ice, furnished during said examination of said defendants from July 3 to July 24, 1875, as per <i>Voucher No. 5</i> , fyled herewith.....	4 50
do	For cash paid J. H. Irving & Co. for their bill of stationery, furnished for use of said court during said examination, as per their <i>Voucher No. 6</i> , fyled herewith.....	9 25
	For my fees and services in said case; as follows:—	
July 1.—	For serving warrants of arrest on Thos. Hardwick, Trevanion Hale, Elijah J. Devereux, John Evans and John Harper, said defendants, at Helena, Montana; five services at \$2.00 each .....	10 00
July 3.—	For my fee for serving subpoena on Alexis de Bombarde, M. O. Shum, D. W. Buck, Wm. Conrad and Jos. Layton, at Helena, and on Wm. B. Judd and Chas. D. Hard, at Hot Springs, Montana; seven services at 50c. each.....	3 50
do	For cash paid for conveyance to Hot Springs to serve subpoenas 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
		\$921 75
June 23.—	By cash advanced.....	300 00
		\$621 75
July 24, 1875.—	Received payment in full.	

(Signed)

W. F. WHEELER,  
U.S. Marshall, Montana-

(Copy.)

W. 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 subpoenas on Garry Burke, a witness for prosecution in case of United States vs. Thos. Hardwick <i>et al.</i> , on charge of murdering certain Assineboine Indians in British America in 1873, on hearing before W. E. Cullen, U.S. Commissioner. Distance travelled, 230 miles.....	\$20 00
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June 24, 25, 26.—For three meals per day while on such service, at \$1 each...	\$9 00
do For two nights' lodging.....	2 00
June 25.—For 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 Helena to Fort Benton, Montana Territory, in going to serve subpoenas in case of <i>United States vs. Thos. Hardwick et al.</i> , for the prosecution, hearing before Commissioner Cullen .....	\$20 00
do 28.—For cash paid steamboat fare, Fort Benton to Carroll, Montana Territory .....	8 00
do 29.—Fee for service of subpoena on Geo. M. Bell....	0 50
July 1.—For cash paid guide for three days, at \$4 per day, to go to Judith Basin to summon Antonio Haniero.....	12 00
June 29.—For cash paid horse hire for self to go to Judith Basin after witness Haniero, three days, at \$3 per day .....	9 00
do 29.—For cash paid Durand Road Transportation Company for stage fare for witness G. M. Bell, from Carroll to Helena, Montana Territory .....	30 00
June 28 to July 3.—For cash paid for 12 meals for witness Bell at Carroll and on the road to Helena, at \$1.....	12 00
June 29.—For cash paid stage fare for Antonio Haniero, witness, from Read's, Montana Territory, to Helena .....	20 00
July 1.—For service of subpoena on Haniero.....	0 50
do 1-3.—For cash paid for nine meals for witness Haniero on said trip to Helena .....	9 00
June 29.—For 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 6.—For 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.

(Signed) JOHN A. QUIRK.

(Copy.)

W. F. WHEELER, U.S. Marshal, Montana Territory: To Lewis and Clarke County, M. T., Dr.

July, 1875—For subsisting and keeping Thomas Hardwick, Trevanion Hale, Charles Harper, John Evans and J. F. Devereux, arrested on charge of murdering certain Assineboine Indians in the North-West Territory of the Dominion of Canada, including use of jail from 26th June, 1875, to 24th July, 1875, 28 days, at \$2.50 per day... .. \$350 00  
 Less, amount for Devereux, who was discharged on 12th July, 1875, 12 days at \$2.50 per day..... 30 00  
 \$320 00

Received payment, 24th July, 1875.

(Signed) J. F. TAYLOR,  
Treasurer, Lewis and Clarke County,  
Montana Territory.

In duplicate.

(Copy.)

W. F. WHEELER, U.S. Marshal, Montana: To Walter Corwin, Dr.  
1875. 26th June to 25th July, inclusive—

For services as guard, night and day, at Helena jail, from 26th June to 24th July, 1875, both days inclusive; 28 days, at \$5 per day and night, in guarding Thomas Hardwick and others. .... \$140 00

Received payment, 24th July, 1876.

(Signed) WALTER CORWIN.

(Copy.)

W. F. WHEELER, U.S. Marshal, Montana, Dr: To TAYLOR & ALLEN.

For 300 lbs. of ice for use in Commissioner Cullen's Court, from 3rd July to 24th July, 1875, at 1½ cents per lb. .... \$4 50

Received payment.

(Signed) TAYLOR & ALLEN.

HELENA, MONTANA, 24th July, 1875.

(Copy.)

WM. F. WHEELER, U.S. Marshal: Bought of J. H. King & Co., booksellers, stationers, etc.

July 3—1 ream legal cap..... \$7 00  
 1 pint Brande ink..... 1 00  
 1 dozen hexagon pencils..... 1 25  
 \$9 25

Paid.

(Signed) J. H. KING & Co.,  
Per WELLS.

HELENA, MONTANA, 24th July, 1875.

(Copy.)

THE UNITED STATES: To W. E. Cullen, Dr.

To services as Commissioner in the matter of Thos. Hardwick, <i>et al.</i> , per diem, from 3rd July to 24th July, 1875, 17 days, at \$5 .....	\$ 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 subpoenas, 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.

\$21.00.

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.

(Signed) JOHNNY K. POWERS,  
Per CONRAD, 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.

(Copy.)

1875. Col. McLEOD: To Chas. D. Hard, Deputy U. S. Marshal.

June 21.—To paid for 135 meals for prisoners' guard <i>en route</i> to Helena.....	\$135 00
do Paid Harwood for transportation of prisoners and guard.....	70 00
do Paid J. D. Bridles, cash.....	50 00
do Geo. Croff, 10 meals at Benton.....	10 00
do M. Solomons, passage from Benton to Helena .....	20 00
do Paid passage of self .....	20 00
do Paid 5 meals <i>en route</i> of self.....	5 00
do Services in arresting prisoners and attending trials, 30 days, at \$3.....	90 00
	\$400 00

Received payment.

(Signed) CHAS. D. HARD,  
Deputy U. S. Marshal.

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\$36.00.

HELENA, MONTANA, 26th July, 1875.

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.

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\$51.00.

HELENA, MONTANA, 24th 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.

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\$27.00.

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.

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\$25.00.

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.

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\$5.00.

HELENA, MONTANA, U.S., 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, five dollars witness fees, in the matter of the extradition of Hardwick *et al.*, before United States Commissioner Cullen.

(Signed) DAVID BUSH.

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\$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) MOSES SOLOMON.

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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.*

(Signed) W. G. CONRAD.

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\$6.00.

HELENA, 26th July, 1875.

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.

\$50.50.

HELENA, MONTANA,

Received of James F. McLeod, Assistant Commissioner, fifty dollars and fifty cents in full of witness fees, in re extradition, Hardwick et al., before W. E. Cullen, U. S. Commissioner.

(Signed) ED. M. BULL.

\$80.00.

HELENA, MONTANA, 26th July, 1875.

Received of James F. McLeod, Assistant Commissioner, eighty dollars, witness fees, in re extradition of Thomas Hardwick et al., before W. E. Cullen, U. S. Commissioner.

Witness: (Signed) W. F. SAUNDERS. his (Signed) R. x HANIERO. mark.

ASSISTANT COMMISSIONER JAMES F. McLEOD: To J. X. Beidler, U.S. Deputy Marshal, Dr.

Voucher.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
No. 1...	W. Rowe, trip to High Wood.....	30 00	
No. 2...	Stage fare, 4 trips, as per voucher.....	80 00	
No. 3...	Hotel bill at Fort Benton, as per voucher.....	22 50	
No. 4...	Meals at Twenty-eight Mile Springs, as per voucher.....	2 00	
No. 5...	do do .....	2 00	
No. 6...	Meals at John's, as per voucher. . . do .....	2 00	
No. 7...	Hotel bill at Fort Benton, as per voucher.....	3 00	
No. 8...	Messenger at HighWood do .....	10 00	
No. 9...	Meals at Kruger's do .....	4 00	
No. 10...	do Spitzler's do .....	4 90	
	Received from Charles D. Hard.....	*\$50 00	159 50
	do Col. McLeod.....	50 00	100 00
	Balance due for expenses.....		\$59 50
	For services of self, from Benton to Helena, with prisoners, and trips to Benton and return, and attendance at trial, 30 days, at \$3.00 per day.....		90 00
			\$149 50
	*Included in voucher No. 6.....		50 00
	Amount paid Beidler.....		\$199 50

(Signed) J. X. BEIDLER.

FORT BENTON, 6th July, 1875.

\$30.00.

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.

\$80.00.

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.

\$22.50.

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.

\$2.00.

Received of J. X. Beidler, two dollars for meals *en route* to Benton and back.

(Signed) EDWARD KELLY.

TOLL GATE, 11th July, 1875.

\$2.00.

Received of J. X. Beidler, two dollars for meals to and from Benton.

(Signed) WILLIAM JOHNS.

TWENTY-EIGHT MILE SPRINGS.

\$2.00.

Received of J. X. Beidler, two dollars for meals.

(Signed) GEORGE BROWN.

FORT BENTON, 16th July, 1875.

\$3.00.

Received of J. X. Beidler, three dollars for meals and bed.

(Signed) ROWE & BRO.

FORT BENTON, 15th July, 1875.

\$10.00.

Received of J. X. Beidler, ten dollars for self and horse to go to High Wood and back after J. M. Arroux.

his  
S. + BILLIDAUX.  
mark.

Witness—J. M. ARROUX.

ROCK CREEK STATION, 17th July, 1875.

\$2.00.

Received of J. X. Beidler, two dollars for meals to and from Benton.

(Signed) AUG. KRUGER.

ROCK CREEK STATION, 11th July, 1875.

\$2.00.

Received of J. X. Beidler, two dollars for meals on way from Benton.

(Signed) AUG. KRUGER.

EAGLE ROCK STATION, 10th July, 1875.

\$2.00.

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.

\$2.00.

Received from J. X. Beidler, two dollars for meals to and from Benton.

(Signed) S. SPITZLEY.

HELENA, 23rd July, 1875.

\$450 00.

Received from Assistant Commissioner McLeod, N.-W.M.P., the sum of four hundred and fifty dollars' as follows:—

From J. G. Baker & Co., at Benton.....	\$100 00
The Assistant Commissioner.....	50 00
Major Irvine.....	100 00
The Assistant Commissioner.....	200 00
	450 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) 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 subpoenas, 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 interpreter of testimony, one day, in *re* Hardwick *et al.*, for extradition.

(Signed) J. B. LEBEAU,  
by W. F. SANDERS,  
his Attorney.

LAW OFFICE OF W. F. SANDERS,  
HELENA, MONTANA, 27th July, 1875.

JAMES F. McLEOD, Assistant Commissioner, Dr.: To W. F. Sanders.

July, 1875.—To retainer, advice and professional services in the matter of the extradition of Thomas Hardwick *et al.*, before U. S. Commissioner Cullen ..... \$1,250 00  
 To services on motion for discharge from arrest, and on *habeas corpus* in case of Devereux against you for alleged malicious prosecution and false imprisonment..... 250 00  
 \$1,500 00

Received payment in full.

(Signed) W. F. SANDERS.

HELENA, MONTANA, 26th July, 1875.

\$204.50.

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 x LA BOMBARDE.  
mark.

Witness,

(Signed) JAS. T. STANFORD.

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.  
(Signed) GEO. H. PIATT.

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
	<hr/>
	\$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 do .....	3 00
do 18 do .....	3 00
do 19 do .....	3 00
do 20 do .....	3 00
do 23 do .....	3 00
	<hr/>
	\$18 00

Certified.  
(Signed) JAMES F. McLEOD,  
Assistant Commissioner.

Memo.—Incurred for bringing up witnesses.

HELENA, M.T., 27th July, 1875.

\$15.00.

Received of Jas. F. McLeod, the sum of fifteen dollars, for services guarding you when under arrest, Devereux vs. McLeod.

(Signed) SETH BULLOCK.  
127

HELENA, M.T., 28th July, 1875.

NORTH-WEST MOUNTED POLICE: In account with St. Louis Hotel.

Service.	Amount.	Total.
<b>Col. McLeod—</b>	\$ cts.	\$ cts.
For board, &c., from 7th June to 28th July.....	153 00	
To wash bill.....	10 00	
postage .....	1 77	
		164 77
<b>Capt. Crozier—</b>		
To board and lodging, 5½ days.....		15 75
<b>Chas. Ryan—</b>		
To board and lodging, 25½ days.....		76 50
<b>Major Irvine—</b>		
To board and lodging, from 15th June to 28th July.....	129 00	
To washing.....	11 25	
		140 25
<b>Woods—</b>		
To board and lodging, from 15th June to 28th July.....		129 00
<b>Alex. La Bombarde—</b>		
To board and lodging, from 15th June to 28th July.....		129 00
<b>James Stanford, Clerk—</b>		
To board and lodging, from 15th July to 28th July.....		48 00
		\$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.

(Signed) SAML. GILMOR.

HELENA, MONTANA, 28th July, 1875.

JAMES F. McLEOD, Dr.: To W. U. Telegraph Co.

Date.	Service.	Amount.
		\$ cts.
July 5...	70 messages to Richardson, Ottawa .....	14 80
do 1... 31	do do .....	7 00
do 16... 15*	do to Robinson, Toronto .....	3 80
do 19... 45	do to Richardson, Ottawa .....	9 40
do 20... 17	do do .....	4 20
do 20... 65	do do .....	13 75
do 20... 9*	do to Stovel, Toronto .....	2 80
do 22... 10	do to Richardson, Ottawa .....	2 80
do 23... 10	do do .....	2 80
do 23... 30	do do .....	6 80
do 24... 40	do do .....	8 80
		\$76 95
		6 60
		\$70 35

\* Private.

Received payment.

(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.
		\$ cts.	\$ cts.
180	Miscellaneous supplies.....	15,365 88	
181	do .....	5,496 66	
182	do .....	25 41	
189	Beef, Calgary .....	202 62	
213	Dr. Nevitt's stage fare.....	40 00	
227	Transport of stores .....	26 48	
228	Miscellaneous supplies.....	636 98	
229	do .....	503 98	
230	do .....	47 26	
231	Blankets and moccasins, &c.....	26 25	
232	do &c.....	33 00	
233	Stable bill, &c.....	60 00	
237	Miscellaneous supplies.....	33 08	
238	do .....	3,239 45	
242	do .....	3 20	
243	Transport of stores, &c.....	402 97	
247	Miscellaneous supplies.....	14,282 10	
376	Hay.....	3,030 00	

## STATEMENT of Payments made to Messrs. J. G. Baker &amp; Co., &amp;c.—Continued.

Number.	Supplies.	Amount.	Total.
		\$ cts.	\$ cts.
441	Miscellaneous supplies.....	13,291 08	
442	do .....	21,331 83	
506	Beef.....	6,341 01	
508	Miscellaneous supplies.....	31,691 06	
521	do .....	2,884 39	
547	do .....	4,809 28	
602	do .....	16 10	
650	do .....	744 67	
651	do .....	1,679 01	
			\$126,243 65
	LESS—Charges for building material transferred to the Department of Public Works.....		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
	<b>\$122,057 00</b>

FORT McLEOD.

(Copy.)

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

Date.	Quantity.	Rate.	Amount.	Total.
1876.		\$ cts.	\$ cts.	\$ cts.
July 1...	To 764 lbs domestic beef .....	0 03½	26 74	
do 6...	1 Dutch oven.....		2 50	
do 6...	1 camp kettle.....		2 00	
do 6...	1 fry pan .....		1 00	
do 6...	132 lbs. sugar.....	0 17	22 44	
do 6...	1 bottle castor oil.....		0 50	
do 6...	940 lbs. domestic beef .....	0 03½	32 90	
do 6...	200 do flour.....	0 08	16 00	
do 6...	406 do do .....	0 08	32 48	
do 6...	1 bottle sweet oil.....	0 50	0 50	
do 6...	1 ledger.....		3 00	
do 6...	730 lbs domestic beef.....	0 03½	25 55	
do 6...	1 bottle sweet oil.....		0 50	
do 6...	12 tin camp kettles.....	3 00	36 00	
do 6...	5,406 lbs. biscuit.....	0 13½	729 81	
do 6...	181 sacks flour.....	8 00	1,448 00	
do 6...	5,972 lbs. sugar.....	0 17	1,015 24	
do 6...	1,583 do coffee.....	0 28	443 24	
do 6...	2,282 do salt.....	0 06½	142 62	
do 6...	1,964 do beans.....	0 09	176 76	
do 6...	1,002 do dried apples.....	0 16	160 32	
do 6...	3,931 do potatoes.....	0 05	196 55	
do 6...	155½ doz. yeast powders.....	3 00	466 50	
do 6...	9,569 lbs. bacon.....	0 17	1,626 73	
do 6...	49,117 do oats.....	0 06½	3,192 60	
do 6...	343 sacks for same.....	0 40	137 20	
do 6...	3 heating stoves.....	35 00	105 00	
do 6...	6 do do .....	25 00	150 00	
do 6...	4 cooking stoves (complete.).....	55 00	220 00	
do 6...	12 extra bake pans.....	0 75	9 00	
do 6...	200 joints stove pipe.....	0 50	100 00	
do 6...	4 crow bars.....	3 00	12 00	
do 6...	12 monkey wrenches.....	2 50	30 00	
do 6...	3,330 lbs. iron.....	0 12½	416 25	
do 6...	40 do ginger.....	0 50	20 00	
do 6...	78 do putty.....	0 25	19 50	
do 6...	40 do mustard.....	0 70	28 00	
do 6...	1,800 do soap.....	0 11	198 00	
do 6...	8 cads matches.....	8 00	64 00	
do 6...	360 lbs. royal tobacco.....	0 75	270 00	
do 6...	1,000 do army do .....	0 75	750 00	
do 6...	225 do horse shoe nails.....	0 35	78 75	
do 6...	18 kegs of horse shoes.....	11 00	198 00	
do 6...	12 hay forks.....	1 50	18 00	
do 6...	11 long shovels.....	2 00	22 00	
do 6...	6 short do .....	2 00	12 00	
do 6...	1,609 lbs. tea.....	0 70	1,126 30	
do 6...	72 fry pans.....	1 00	72 00	
do 6...	48 wood buckets.....	0 50	24 00	
do 6...	10 gals. boiled oil.....	3 00	30 00	
do 6...	4 sledge hammers.....	3 00	12 00	
do 6...	4 do handles.....	0 50	2 00	
do 6...	50 gals. syrup.....	1 30	65 00	
do 6...	100 cotton handkerchiefs.....	0 40	40 00	
do 6...	400½ yards calico.....	0 15	60 11	
do 6...	3 boxes glass, 8 x 10.....	7 00	21 00	
do 6...	6 do 10 x 12.....	7 50	45 00	
do 6...	100 gals. coal oil.....	1 00	100 00	
do 6...	6 dos. lamp chimneys, No. 1.....	4 50	27 00	
do 6...	6 do do No. 2.....	4 50	27 00	
do 6...	18 coffee mills.....	2 50	45 00	

NORTH-WEST MOUNTED POLICE:—Bought of J. G. Baker & Co.

Date.	Quantity.	Rate.	Amount.	Total.
1876.		\$ cts.	\$ cts.	\$ cts.
July 6...	To 6 camp kettles.....	3 00	18 00	
do 6...	12 wash basins.....	0 50	6 00	
do 6...	48 military shirts.....	2 50	120 00	
do 6...	48 cotton shirts.....	1 25	60 00	
do 6...	24 shoe brushes.....	0 83½	20 00	
do 6...	50 wood pipes.....	0 45	22 50	
do 6...	100 butcher knives.....	0 50	50 00	
do 6...	50 pocket knives.....	1 25	62 50	
do 6...	720 boxes blacking.....	0 12½	90 00	
do 6...	6 sieves.....	1 00	6 00	
do 6...	24 axes.....	2 00	48 00	
do 6...	222½ lbs rope.....	0 25	55 63	
do 6...	36 lamp burners, No. 1.....	0 50	18 00	
do 6...	36 do No. 2.....	0 50	18 00	
do 6...	41 potato sacks.....	0 40	16 40	
do 6...	48 kegs nails, 100 lbs each.....	9 00	342 00	
do 6...	4 do 50 do.....	6 25	25 00	
do 6...	10 lbs. nitre.....	0 45	4 50	
do 6...	8 do spirits ammonia.....	0 75	6 00	
do 6...	8 do do nitre.....	0 75	6 00	
do 6...	7 do sulphuric ether.....	1 50	10 54	
do 6...	4½ do do acid.....	0 90	4 05	
do 6...	2 do nitric do.....	1 00	2 00	
do 6...	24 pkgs. condition powders.....	0 50	12 00	
do 6...	1 gal. oil of turpentine.....		2 50	
do 6...	12 bottles of mustang liniment.....	1 00	12 00	
do 6...	8 lbs. Venice turpentine.....	0 75	6 00	
do 6...	Cans and demijohns for same.....		3 00	
do 6...	½ gal. turpentine.....	2 50	1 25	
do 6...	10 lbs. white lead.....	0 35	3 50	
do 6...	1 paint brush.....		2 00	
do 6...	6 enamelled wash basins.....	2 50	15 00	
do 6...	4 large bottles ink.....		4 00	
	Less, overcharge on 6,104 lbs. sugar, at 1c.....			\$15,426 92 61 04
				\$15,365 88

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.

(Signed) A. G. IRVINE,  
Assistant Commissioner.

FORT McLEOD, 17th February, 1876.

(Copy.)

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.	\$ cts.
May	10...	To 1 bottle castor oil.....		0 50	
do	10...	1 smoothing plane.....		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	10...	½ doz. imperial riveted traces.....	24 00	12 00	
June	1...	2 packages blotting paper....		0 50	
do	1...	1 stick sealing wax.....		0 50	
do	1...	1 ruler.....		1 00	
do	6...	1 keg 30 lbs. nails.....		9 00	
do	6...	1 do 40 do.....		9 00	
do	6...	1 do 16 do.....		9 00	
do	6...	1 doz. axes.....		24 00	
do	6...	10 lbs. glue.....		5 00	
do	6...	1 adze.....		5 00	
do	6...	2 adze handles.....	0 75	1 50	
do	6...	3 picks.....		12 00	
do	6...	1 spirit level.....		3 00	
do	6...	2 gross 2-inch screws.....	2 00	4 00	
do	6...	2 do 1½ do.....		3 00	
do	6...	2 do 1 do.....		2 00	
do	6...	2 do 1½ do.....		2 50	
do	6...	1 steel square.....		2 50	
do	6...	1 doz. pairs 2-inch butts.....		3 00	
do	6...	2 shingle hatchets.....		3 00	
do	6...	1 heavy steel square.....		3 00	
do	6...	1 spoke shave.....		1 50	
do	6...	2 screw drivers.....		3 00	
do	6...	2 spring bench-stops.....		10 00	
do	6...	1 set awl hafts.....		2 50	
do	6...	1 doz. 14-inch mill-saw files.....		13 50	
do	6...	1 marking gauge.....		3 50	
do	6...	2 doz. hand-saw files.....		6 00	
do	6...	1 2-inch chisel.....		2 00	
do	6...	1 1½ do.....		1 50	
do	6...	1 ½ 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	
do	6...	542 lbs. tea.....	0 70	379 40	
do	6...	533 do coffee.....	0 28	149 24	
do	6...	860 do salt.....	0 06½	53 75	
do	6...	700 do beans.....	0 09	63 00	
do	6...	416 do apples.....	0 16	66 56	
do	6...	43 sacks sugar, 4,300 lbs.....	0 17	731 00	
do	6...	3,819 lbs. bacon.....	0 17	649 23	
do	6...	11,246 do oats.....	0 06½	730 99	
do	6...	3 cases matches.....	8 00	24 00	
do	6...	628 lbs. army tobacco.....	0 75	471 00	
do	6...	2 boxes premium, 46 lbs.....	1 35	62 10	
do	6...	12½ lbs. mustard.....	0 70	8 75	
do	6...	30 do ginger.....	0 50	15 00	
do	6...	125 gals. syrup.....	1 30	162 50	
do	6...	25 lbs. putty.....	0 25	6 25	
do	6...	23 curry combs.....	0 62½	15 62	
do	6...	25 horse brushes.....	2 25	56 25	
do	6...	25 mane combs.....	0 25	6 25	
do	6...	6 coffee mills.....	2 50	15 00	
do	6...	6 kegs horse-shoes.....	11 00	66 00	
do	6...	10 boxes horse-shoe nails, 250 lbs.....	0 35	87 50	
do	6...	1 case Hennessy brandy.....		24 00	
do	6...	714 lbs. potatoes.....	0 05	35 70	

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with A. J. Baker & Co.

		\$	cts.	\$	cts.	\$	cts.
June 6...	To 8 sacks for same.....	0	40	3	20		
do 6...	80 do for oats.....	0	40	32	00		
	Less, 125 gals syrup.....					\$5,702	06
						162	50
	Less, overcharge on sugar.....					\$5,539	56
						43	00
	<b>Total.....</b>					<b>\$5,496</b>	<b>56</b>

Certified correct, 4th July, 1876.

(Signed) ROBERT F. KILLALY,  
A. Q. M. S.

(Signed) L. N. F. CROZIER,  
Inspector, Commanding Fort Walsh.

Certified.

(Signed) A. G. IRVINE,  
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.			
1876.		\$	cts.	\$	cts.		
April 26...	Rowe, for hotel bill.....		10	50			
do 18...	10 lbs. crackers.....	0	15	1	50		
do 13...	10 do bacon.....	0	17½	1	75		
do 13...	1 do tea.....			0	70		
do 13...	4 do sugar.....	0	16½	0	66		
May 12...	4 do crackers.....	0	15	0	60		
do 12...	1 do sugar.....			0	16		
do 12...	¼ do tea.....			0	18		
do 12...	57 do oats.....	0	06½	3	70		
do 12...	4½ do bacon.....	0	17½	0	74		
do 22...	4 do crackers.....	0	15	0	60		
do 22...	1½ do bacon.....	0	17	0	26		
do 22...	1 do tea.....			0	70		
June 3...	4½ do crackers.....	0	15	0	67		
do 3...	¼ do tea.....			0	18		
do 3...	1 do sugar.....			0	17		
do 3...	5 do bacon.....	0	17	0	85		
do 3...	1 sack for mail.....			0	40		
do 3...	1 lb. rope.....			0	25		
do 15...	28 postage stamps.....	0	03	0	84		
						\$25	41

NOTE.—Rations for mail carrier returning from Benton to Fort Walsh.

(Signed) 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. IRVINE,  
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.

1 ox, weighing	549½ lbs.
1 do do	484 do
1 do do	444½ do
1 do do	427 do
1 do do	435½ do
1 do do	480 do
1 do do	417 do

3,237½ do  
Less..... 393 do

2,844½ do at 7½c. = \$213 34  
Less, overcharged..... 10 72

\$202 62

E. A. BRISEBOIS,  
Inspector, Commanding "F" Division.

FORT CALGARRY.

NORTH-WEST MOUNTED POLICE: Bought of J. G. Baker & Co.

May —.....2,844½ lbs. domestic beef, at 7½c..... \$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. IRVINE,  
Assistant Commissioner.

(Copy.)

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1876.

June 6.—Transportation from Fort McLeod to Fort Calgary, 2,648 lbs.,  
 police stores, at 1 cent ..... \$26 48

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...	21 lbs. pitch.....	0 15	3 15	
do 2...	298½ do domestic beef.....	0 07½	22 38	
do 5...	450 do do.....	0 07½	33 75	
do 5...	150 do sugar.....	0 17	25 50	
do 9...	316 do domestic beef.....	0 07½	23 70	
do 9...	5 do lard.....	0 20	1 00	
do 9...	6 bottles ink.....	0 25	1 50	
do 14...	260 lbs. domestic beef.....	0 07½	19 50	
do 15...	1 pair brogans for prisoner.....		2 50	
do 18...	214 lbs. domestic beef.....	0 07½	18 30	
do 24...	400 do flour, 4 sacks.....	8 00	32 00	
do 24...	60 do bacon.....	0 17	10 20	
do 26...	272 do domestic beef.....	0 07½	20 40	
do 26...	1 gal. lard oil.....		3 50	
do 26...	1 bottle castor oil.....		0 50	
do 26...	2175 lbs. oats.....	0 06½	141 37	
do 26...	19 seamless sacks for same.....	0 40	7 60	
do 26...	1624 lbs. bacon.....	0 17	276 08	
do 29...	6 bottles black ink.....	0 25	1 50	
do 29...	3 do red do.....	0 75	2 25	
	Percentage on beef and sugar.....			\$647 68
				10 70
				\$636 98

Certified correct.

(Signed) A. G. IRVINE,  
 Assistant Commissioner.

FORT McLEOD, 30th June, 1876.

FORT BENTON, May, 1876.

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with J. G. Baker &amp; Co.

	\$	cts.	\$	cts.	\$	cts.
3 lbs. black thread.....	2	00	6	00		
2 seamless sacks for mail.....			0	80		
1 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	4	50		
122 lbs. round iron.....	0	15	18	30		
33 lbs. $\frac{1}{2}$ round iron.....	0	15	4	95		
20 lbs. strap iron.....	0	15	3	00		
2 bottles ink, Capt. Welch.....	0	65	1	30		
600 lbs. beans.....	0	09	54	00		
960 lbs. salt.....	0	06 $\frac{1}{2}$	60	00		
429 lbs. dried apples.....	0	16	68	64		
43 lbs. ground pepper.....	0	45	19	35		
135 gals. golden syrup.....	1	30	175	50		
2 doz. 3-inch butts.....	2	50	5	00		
1 keg 2-inch nails.....			9	50		
2 adze handles.....	0	75	1	50		
7 door locks.....			14	00		
1 gross 2-inch screws.....			2	00		
1 box horse nails.....			10	00		
1 rabbit plane.....			2	00		
10 paper slips.....			10	00		
2 paper hops.....			1	00		
1 bottle oil.....			0	50		
189 lbs. oats.....	0	06 $\frac{1}{2}$	12	29		
26 $\frac{1}{2}$ lbs. beef.....	0	12 $\frac{1}{2}$	3	31		
15 lbs. bacon.....	0	20	3	00		
20 lbs. bread.....	0	25	5	00		
1 lb. tea, 70cts.; sugar, 34 cts.....			1	04		
1 whip stock.....			1	00		
Total.....					\$503	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,  
A. Q. M. S.

20th June, 1876.

(Copy.)

FORT BERNARD, 19th June, 1876.

NORTH-WEST MOUNTED POLICE, Fort Walsh: In account with J. G. Baker &amp; Co.

## GENERAL ACCOUNT.

1876.			\$ cts.	\$ cts.	\$ cts.
May	4...	1 horse cord.....		0 50	
do	5...	½ doz. harness snaps.....	1 75	1 46	
do	10...	1 spade.....		2 50	
do	10...	1 gross 1-inch screws.....		1 50	
do	11...	1 whip stock.....		0 50	
do	11...	4 qrs. foolscap paper.....	0 50	2 00	
do	11...	2 do note paper.....	0 25	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.....		2 50	
do	12...	1 fry pan.....		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...	9½ lbs. nails.....	0 18	1 66	
do	15...	2 pair hinges.....	0 25	0 50	
do	21...	10 lbs. nails.....	0 18	1 80	
do	21...	2 do.....	0 18	0 36	
do	24...	1 Sax blanket.....		5 00	
do	24...	½ doz. tin cups.....	2 50	1 25	
do	29...	1 plantation hoe.....		2 00	
June	3...	6 lbs. 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.....			\$50 43 3 17
		Total.....			\$47 26

(Signed)

L. N. F. CROZIER,

Supt. &amp; 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 &amp; Co.

1876.			
May	11.—To	2 3-p. blue blankets, at \$5.50.....	\$11 00
		1 1½-p. red do.....	3 50
		5 yds. cotton, at 25 cts.....	1 25
		1 4-p. orange blanket.....	8 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 &amp; Co.

1876.

May 15.—2 memorandum books, 75 cts. and 50 cts.....	\$ 1 25
June 6.—6 papers tacks.....	0 25
do 7.—2 pairs 4-p. Californian blankets, at \$15.00 .....	30 00
do 17.—2 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 &amp; Co.

1876.

May 12.—To paid Cassidy's stable bill.....	\$ 7 00
do 22.— do do .....	3 50
June 4.— do do .....	22 00
do 8.—To paid Rowe Bros.' hotel 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.
	\$ cts.	\$ cts.	\$ cts.
To 60 lbs. oats.....	0 06½	3 90	
1 monkey wrench.....		2 00	
1 lb. varnish.....		1 00	
1 lb. green color.....		1 00	
2 lbs. black do.....		1 50	
1 lb. dry paint.....		1 00	
1 paint brush.....		1 50	
1 do.....		1 00	
14 lbs. bacon.....	0 17	2 38	
18 loaves bread.....	0 25	4 50	
*4 lbs. sugar.....	0 17	0 68	
5 do salt.....	0 06½	0 31	
2 boxes matches.....	0 10	0 20	
87 lbs. oats.....	0 6½	5 65	
1 lb. tea.....		0 70	
2 seamless sacks.....		0 80	
1 pair breast straps.....		2 50	
1 bottle castor oil.....		0 50	
1 axe handle.....		2 00	
			\$33 12
*Overcharged 4cts. on sugar.....			0 04
			\$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 McLEOD, 14th August, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

Date.	Quantity and Description.	Rate.	Amount.	Total.
1876.	<i>Fort McLeod.</i>	\$ cts.	\$ cts.	\$ cts.
July 2...	To 500 lbs. domestic beef.....	0 03½	17 50	
do 3...	1 butcher's cleaver.....		3 00	
do 17...	688 lbs. domestic beef.....	0 03½	23 38	
do 20...	658 do .....	0 03½	23 03	
do 24...	2 pieces ribbon.....	1 00	2 00	
do 24...	680 lbs. domestic beef.....	0 03½	23 80	
do 29...	60 feet fish line .....		1 00	
do 29...	540 lbs. domestic beef.....	0 03½	18 90	
do 29...	2 lbs. thread.....	2 50	5 00	
do 31...	44,131 do oats .....	0 06½	2,868 52	
do 31...	352 seamless sacks for same.....	0 40	140 80	
do 31...	1 butcher's cleaver.....		3 00	
				\$3,129 93
	<i>Fort Calgary.</i>			
May 3...	Paid order in favor of J. B. Morrow.....			3 00
July 22...	To hauling 10,652 lbs. police stores from Fort McLeod to Fort Calgary.....			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. American currency.

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.		\$ cts.	\$ cts.	\$ cts.
June 12...	To paid draft, Jas. F. Sanderson.....		47 00	
do 20...	do do .....		29 00	
July 1...	do E. McKay.....		22 50	
do 3...	do do .....		47 31	
				\$145 81
	Less, charged by these parties over contract prices:			
June 12...	Sanderson, 50 lbs. sugar.....	0 23	11 50	
do 20...	do 58 lbs. do .....	0 33	19 14	
July 1...	McKay, 15 lbs. tea .....	0 80	12 00	
do 3...	do 20 lbs. do .....	0 80	16 00	
				\$58 64
				\$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) 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 .....	0 75
1 dressed skin for hobbles.....	1 00
20 lbs. tea, @ \$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. CROZIER,  
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.,  
Benton, M.T.

The above articles for hospital use.  
(Signed) ROBERT MILLER,  
Surgeon.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

1876.		FORT McLEOD.		\$	cts.	\$	cts.	\$	cts.
Aug.	4...	To	6 double trees.....	7	50	45	00		
do	4...		6 reach poles.....	6	00	36	00		
do	4...		1 eight-day clock.....			15	00		
do	4...	704	lbs. domestic beef.....	0	03½	25	34		
do	4...		5 gals. whiskey.....	6	00	30	00		
do	4...		8 lbs. red lead.....	0	35	2	80		
do	4...		5½ do chrome yellow.....	0	55	2	89		
do	10...	1,054	do domestic beef.....	0	03½	36	89		
do	10...		1 pot sweet oil.....			0	50		
do	10...		1 memorandum book.....			1	25		
do	10...	11	do do.....			5	50		
do	16...	549	lbs. domestic beef.....	0	03½	19	21		
do	18...	510	do do.....	0	03½	17	85		
do	18...	68,594	do oats.....	0	06½	4,458	61		
do	18...	547	sacks for same.....	0	40	218	80		
do	19...	94,986	lbs. oats.....	0	06½	6,174	09		
do	19...	752	sacks for same.....	0	40	300	80		
do	19...	10,000	lbs. flour.....	0	08	800	00		
do	19...	4,979	do bran.....	0	06	298	74		
do	19...	45	sacks for same.....	0	40	18	00		
do	19...	18	whip stocks.....	0	50	9	00		
do	19...	2	doz whip lashes, one \$36.00, one \$12.00.....			48	00		
do	19...	100	sheets emery paper.....	0	05	5	00		
do	19...	1	doz. files.....			3	00		
do	19...	2	cans lard, 20 lbs.....	0	20	4	00		
do	19...	1	lodge skin.....			1	50		
do	22...	600	lbs. domestic beef.....	0	03½	21	00		
do	28...	680	do do.....	0	03½	23	80		
do	28...	1	do fine cut tobacco.....			2	00		
								\$12,624	57
		FORT CALGARY.							
Aug.	25...	Transporting Police guns from Fort McLeod, 16,277 lbs		0	01	162	77		
do	26...	do	do do do 7,133 do	0	01	71	33		
do	27...	do	do do do 69,594 do	0	01	695	94		
do	28...	do	do do do 5,216 do	0	01	52	16		
								\$982	20
		FORT WALSH.							
July	19...	20	lbs. bacon.....	0	17½	3	50		
do	19...	16	do crackers.....	0	15	2	25		
do	19...	1½	do tea.....	0	70	1	05		
do	19...	5	do sugar.....	0	17	0	85		
do	19...	4	do salt.....	0	06½	0	25		
do	19...	1	box matches.....			0	10		
do	19...	½	gal. syrup.....	1	30	0	65		
do	19...	1	box pepper.....			0	25		
do	19...	4	hame straps.....	0	25	1	00		
do	19...	1	pair breast straps.....			1	00		
do	19...	1	can axle grease.....			0	50		
do	31...	10	lbs. candles.....	0	15	1	50		
do	31...	10	do bacon.....	0	17½	1	75		
do	31...	¼	do tea.....	0	70	0	17		
do	31...	4	do sugar.....	0	17	0	68		
do	31...	30	do beef.....	0	03½	1	05		
do	31...	13	do rope.....	0	20	2	60		
do	31...	260	do oats.....	0	06½	16	90		
do	31...	2	sacks for same.....	0	40	0	80		
do	31...	1	pint copal varnish.....			0	50		
do	31...	640	lbs. oats.....	0	06½	41	60		
do	31...	5	sacks for same.....	0	40	2	00		
do	26...	2	bottles castor oil.....	0	50	1	00		
do	26...	1	camp-kettle.....			2	50		
do	26...	3	pen-holders.....	0	08½	0	25		
do	26...	1	pint-bottle ink.....			1	00		
do	26...	1	packing case.....			5	00		

## NORTH-WEST MOUNTED POLICE: In account with J. G. Baker &amp; Co.

1875.		Fort Walsh.	\$ cts.	\$ cts.	\$ cts.
July 28...	To 1	lb. nails.....		0 09	
do 31...	1	memorandum book.....		0 50	
Aug. 1...	1	twenty-gallon cask.....		3 00	
do 8...	1	large camp-kettle.....		3 00	
do 10...	10	lbs. nails.....	0 09	0 90	
do 12...	1	large camp-kettle.....		3 00	
July 26...	2	bottles ink.....	1 00	2 00	
do 26...	1	doz. seidlitz powders.....		6 00	
do 26...	1	lb. paregoric.....		2 00	
Aug. 23...	144	do pemmican.....	0 07	10 08	
					121 27
					\$13,728 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 &amp; Co.

To 1 large sprinkler.....	\$3 00
2 garden hoes, at \$1.50.....	3 00
2 iron rakes, at \$1.50.....	3 00
1 spade.....	2 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.....	6 00
706 lbs. oats (51 sacks) at 6½ cents.....	459 16
51 sacks, at 40 cents.....	20 40
	<u>\$554 06</u>

Received at Fort Walsh.

(Signed) ROBERT KILLALY,  
Acting Quarter-Master Sergeant.(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
do Forage .....	2,012 96
do Building .....	69 25
do Transportation.....	1,146 66
do General account.....	397 80
	<hr/>
	\$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.
<i>Fort McLeod.</i>			
	\$ cts.	\$ cts.	\$ cts.
6,382 lbs. domestic beef.....	0 03½	223 37	
58,500 do flour.....	0 08	4,680 00	
6,100 do sugar.....	0 16	976 00	
760 gallons coal oil.....	1 00	760 00	<hr/>
			6,639 37
<i>Fort Calgary.</i>			
4,049 lbs. domestic beef.....	0 03	141 71	<hr/>
			141 71
<i>Fort Saskatchewan.</i>			
Paid Donald Macdonald, 367 lbs. beef.....		66 06	<hr/>
			66 06
<i>Fort Walsh.</i>			
*1,700 lbs. sugar.....	0 18½	314 50	
200 do salt.....	0 07½	23 25	
300 do beans.....	0 10½	31 50	
209 do coffee.....	0 29½	61 66	
215 do tea.....	0 71½	153 72	

## NORTH-WEST MOUNTED POLICE: To J. G. Baker &amp; Co., Dr.

## RATIONS.—Continued.

Quantity and Description.	Rate.	Amount.	Total.
<i>Fort Walsh.—Continued.</i>			
	\$ cts.	\$ cts.	\$ cts.
145½ dozen yeast powders.....	3 00	435 75	
9,600 lbs. flour, per cwt.....	8 00	768 00	
4,400 do do.....	8 00	352 00	
135 do dried apples.....	0 17½	23 62	
18 do pepper.....	0 51½	9 27	
230 gallons coal oil.....	1 00	230 00	
50 do do.....	1 12	56 00	
2,500 lbs. hard bread.....	0 15	375 00	
			2,834 27
*Less—Overcharge on 1,700 lbs. sugar, 1c. per lb.....			\$9,681 41 17 00
Total.....			\$9,664 41

## FORAGE.

<i>Fort McLeod.</i>			
27,086 lbs. oats.....	0 06½	1,760 59	
2½ tons hay.....	25 00	56 25	
2,500 lbs. bran.....	0 06	150 00	
615 do.....	0 07½	46 12	
			\$2,012 96

## BUILDING.

<i>Fort McLeod.</i>			
3 door locks.....	1 50	4 50	
3 pairs hinges.....	0 75	2 25	
2 kegs nails, 200 lbs.....	0 20	40 00	
5 gallons machine oil.....	3 50	17 50	
2 bushels lime.....	2 50	5 00	
			\$69 25

## TRANSPORTATION.

Hauling 69,684 lbs. Police stores from Forts McLeod to Calgary.....	0 01	696 84	
16,115 do bonded Police goods from Forts Benton to McLeod.....	0 02½	362 59	
1,062 lbs. bonded baggage from Fort Benton to Fort McLeod.....	0 02½	23 89	
2,815 lbs. bonded Police goods from Fort Benton to Fort McLeod.....	0 02½	63 34	
			\$1,146 66

NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co., Dr.  
GENERAL ACCOUNT.

Quantity and Description.	Rate.	Amount.	Total.
<i>Fort McLeod.</i>			
	\$ cts.	\$ cts.	\$ cts.
3 bottles black ink.....	0 25	0 75	
4 do red ink.....	0 50	2 00	
1 heating stove.....		45 00	
10 cases axle grease.....	10 50	105 00	
3 coils rope, 641 lbs.....	0 20	128 20	
1 saddler's horse.....		9 00	
40 lbs. rosin.....	0 25	10 00	
6 spades.....	2 00	12 00	
6 shovels.....	2 00	12 00	
1 pair blankets.....		15 00	
1 buckskin.....		1 80	
40 lbs. ginger.....	0 50	20 00	
Paid L. O. Baker, 250 feet rope.....		10 80	
			371 55
<i>Fort Calgary.</i>			
1 meat saw.....		4 50	
3 axes.....	3 00	9 00	
1 camp-kettle.....		3 00	
4½ lbs. rope.....	0 50	2 25	
1 butcher knife.....		1 00	
1 large bottle of ink.....		1 50	
			21 25
<i>Fort Walsh.</i>			
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 00
Transportation.....	115 23
General account.....	933 13

\$21,331 83

(Copy.)

FORT BENTON, October, 1876.

NORTH-WEST MOUNTED POLICE: In account with J. G. Baker & Co.

RATIONS.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
<i>Fort McLeod.</i>				
		\$ cts.	\$ cts.	\$ cts.
3, 4, 5, 6, 8, 11, 12, 14, 18.	7,188 lbs. domestic beef.....	0 03½	251 58	
12	2,025 lbs. bacon .....	0 17	514 25	
7, 12	50,709 do potatoes.....	0 05	2,535 45	
2	3,900 do flour .....	0 08	312 00	
				3,613 28
2	76 doz. yeast powders .....	3 00	228 00	
2	208 lbs. tea .....	0 71½	148 72	
2	*1,700 do sugar .....	0 18½	314 50	
2	300 do beans .....	0 10½	31 50	
2	205 do coffee .....	0 29½	60 48	
2	126 do dried apples.....	0 17½	22 05	
2	300 do salt .....	0 07½	23 25	
2	18 do pepper.....	0 05½	0 99	
				829 49
				\$4,442 77
	*Less—Overcharge on 1,700 lbs. sugar, at 18½ cents,—contract price, 17½ cents.....			17 00
	<b>Total .....</b>			<b>\$4,425 77</b>

FORAGE.

1	85,487 lbs. oats.....	0 06½	5,556 65	
2	21 do bran ..	0 06	1 26	
34	200 tons hay .....	15 00	3,000 00	
				\$8,557 91
1, 2, 15	86,638 lbs. oats.....	0 08	6,931 04	
2	2,170 do bran .....		162 75	
				7,093 79
	<b>Total .....</b>			<b>\$15,651 70</b>

BUILDING.

3, 19	205 lbs. nails .....	0 20	41 00	
9	60 do wrought nails.....	0 30	18 00	
3	8 carpenter pencils .....	0 25	2 00	
4	1 jack plane .....		3 50	
7, 10	3 doz axes .....	25 00	75 00	
7, 13	8 do screws .....	0 25	2 00	
7, 13	6 pair hinges .....	0 75	4 50	
7, 13	4 upright locks .....	1 50	6 00	
7, 10	2 boxes glass, 8 × 10.....	7 00	14 00	
7, 10	4 do 10 × 12.....	7 50	30 00	
13	4 window sash.....	2 10	8 00	
16	½ doz. taper files.....	4 00	2 00	
				\$206 00

## TRANSPORTATION.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
		\$ cts.	\$ cts.	\$ cts.
20	Hauling 17,682 lbs. from Fort McLeod to Fort Calgary.....	0 01½	115 23	\$115 23

## GENERAL ACCOUNT.

3	coal stoves—2 at \$45; 1 at \$35.....		125 00	
3	cooking stoves, complete.....	55 00	165 00	
1	lb. hardware twine.....		0 50	
1	ball cotton.....		0 25	
24	doz. lamp chimneys.....	4 50	108 00	
12	stovepipe elbows.....	0 75	9 00	
77	lbs. rope.....	0 25	19 25	
4	baking pans.....	0 75	3 00	
2	blank books—1 at \$2.50; 1 at \$2.....		5 50	
½	doz. note books.....	6 00	3 00	
6	bottles ink.....	0 50	3 00	
2	boxes pens.....	2 00	4 00	
7½	yds. reps.....	0 35	2 63	
				\$448 13
40	lbs. mustard.....	0 50	20 00	
100	blankets.....	4 50	450 00	
30	lbs. ginger.....	0 50	15 00	
				485 00
	Total.....			\$933 13

Certified.

(Signed)

A. G. IRVINE,  
Assistant Commissioner.

FORT WALSH, 16th November, 1876.

(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 3½ cents per pound, as per contract, amounting to six thousand three hundred and forty one dollars and one cent.

(195,108 lbs. at 3½ 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,

(Signed) J. G. BAKER &amp; Co.

To the Hon. the Secretary of State,  
Ottawa, Canada.

STATEMENT OF ACCOMPANYING ACCOUNTS.  
NORTH-WEST MOUNTED POLICE: To J. G. Baker & Co., Dr.

Date.		Amount.	Total.
1876.		\$ cts.	\$ cts.
Dec. 16...	Rations.....	3,731 78	
do 16...	General account.....	1,840 53	
do 16...	Building.....	1,050 42	
do 16...	Clothing.....	579 00	
do 16...	Forage.....	20,850 34	
do 16...	Saddlery.....	714 02	
do 16...	Light and fuel.....	112 00	
do 16...	Expense entailed by increase of Force.....	1,810 00	
do 16...	Remount.....	400 00	
do 16...	Freight.....	75 79	
do 16...	Drugs and veterinary.....	367 88	
do 16...	Repayment.....	159 30	
			\$31,691 06

FORT BENTON, M.T.

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.  
RATIONS.

Vouchers.	Quantity and Description.	Rate.	Amount.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.
5, 7, 8, 13, 11	12,686 lbs. domestic beef.....	0 69 $\frac{1}{2}$	444 01
	<i>Fort Walsh.</i>		
	83 sacks flour.....	9 50	788 50
	63 $\frac{1}{2}$ doz. yeast powders.....	3 00	190 00
	3,084 lbs. bacon.....	0 18 $\frac{1}{2}$	570 54
52	316 do coffee.....	0 29 $\frac{1}{2}$	93 22
	225 do dried apples.....	0 17 $\frac{1}{2}$	39 37
	292 do tea.....	0 71 $\frac{1}{2}$	208 78
	1,800 do rice.....	0 15 $\frac{1}{2}$	279 00
	400 do sugar.....	0 17 $\frac{1}{2}$	70 00
	10,000 do potatoes.....	0 05	500 00
	2,424 do hard bread.....	0 16 $\frac{1}{2}$	399 96
	<i>Fort Calgary.</i>		
39	4,240 lbs. beef.....	0 03 $\frac{1}{2}$	148 40
			\$3,731 78

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.  
GENERAL ACCOUNT.

Vouchers.	Quantity and Description.	Rate.	Amount.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.
2, 10, 11	To 6 bottles ink .....	0 50	3 00
4, 10	321 yards bed ticking.....	0 49	128 40
4	6 tin wash basins.....	2 00	12 00
3	1½ lbs. brass wire.....	1 00	1 75
3	3 joints stove pipe.....	0 75	2 25
10	12 bro ms.....	1 25	15 00
10	4 blank books.....	2 00	8 00
11	1 pkg. stove pipe rivets.....	0 50	0 50
11	4 tin pails.....	1 00	4 00
11	3 pressed tin pans.....	3 00	9 00
15	1 sheet iron stove drum.....	8 00	8 00
1	20 gross lamp wicks.....	2 00	40 00
1	2 tape measures, 100 feet.....	2 50	5 00
1	5 butcher's steels.....	1 00	5 00
1	2 doz. lamp burners.....	4 00	8 00
1	2 ruby signal lights.....	8 00	16 00
1	6 tin boilers (copper bottoms).....	6 50	39 00
	<i>Fort Walsh.</i>		
	1 wagon sheet.....		10 00
	2 doz whitewash brushes.....	18 00	36 00
	3 cook stoves.....	55 00	165 00
	5 box do (heating).....	35 00	175 00
	6 box heating stoves.....	25 00	150 00
	2 large cook stoves and reservoirs.....	90 00	180 00
	202 joints stove-pipe.....	0 50	101 00
	49 stove-pipe elbows.....	0 50	24 50
	11 stove drums.....	6 50	71 50
	16 lbs. English steel.....	0 25	4 00
	108½ do rod iron.....	0 15	16 28
	25 do fire iron.....	0 15	3 75
	276 do iron for cannon axles.....	0 15	41 40
	140 do sheet iron.....	0 25	35 00
	4 doz. stove polish.....	1 50	6 00
	1½ do long handled shovels.....	30 00	45 00
	1 do stable forks.....		30 00
	½ do do scrapers.....	30 00	15 00
	1 do stout oak pails.....		18 00
	2 shoeing knives.....	1 00	2 00
	1 pair horse shoe pincers.....		2 50
	1 patent hay cutter.....		24 00
	4 pair blacksmith's tongs.....	3 00	12 00
	2 patent hay knives.....	3 50	7 00
	1 breaking plough.....		35 00
	6 axletrees.....	5 00	30 00
	5 pieces squared hardwood.....	5 00	25 00
	2 4-horse tongues.....	6 00	12 00
	1 pair lead bars and single trees.....		8 50
	12 single trees, framed.....	2 00	24 00
	6 hay rakes.....	1 50	9 00
	1 doz. bracket lamps.....	1 50	18 00
	1 do brackets.....		12 00
52	420 feet plaited rope.....	0 81½	6 30
	211 lbs. rope.....	0 25	52 75
	12 doz. lamp chimneys.....	4 50	54 00
	3 sticks sealing wax.....	0 25	0 75
	1 doz. sheets wadding.....		2 00
	6 cases axle grease.....	10 50	63 00

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

GENERAL ACCOUNT.—Continued.

Vouchers.	Quantity and Description.	Rate.	Amount.
		\$ cts.	\$ cts.
	<i>Fort Calgary.</i>		
38	To 1 bottle sweet oil, 75 cts. : blank book, \$3.....		3 75
	1 bar castile soap, \$1; 1 tin pail, 65 cts.....		1 65
	12 pkgs. stove polish .....		3 00
			\$1,840 53

BUILDING.

<i>Fort McLeod.</i>			
3, 11	To 24 pair strap hinges .....	0 75	18 00
3	12 do butt do .....	0 60	7 20
3, 15	40 doz screws.....	0 25	10 00
6	1 double window sash.....		3 00
6	4 sets door latches.....	1 25	5 00
6, 10	2 do do .....	2 50	5 00
10, 15	1 doz. mill files.....		6 00
10	1 grindstone, 44 lbs.....	0 20	8 80
11	25 lbs. white lead .....	0 35	8 75
11	1 gallon turpentine.....		3 00
11	10 lbs. cut nails.....	0 25	2 50
15	4 gals. machine oil.....	3 50	14 00
1	2 gross screws.....	2 25	4 50
1	2 doz. flat files.....	15 00	30 00
1	1 do half-round files.....		12 00
56	Raising stables.....		700 00
<i>Fort Walsh.</i>			
	To 5 kegs white lead .....	5 00	25 00
	10 gals. linseed oil.....	3 00	30 00
	7 boxes 10 x 12 glass.....	7 50	52 50
	10 lbs. yellow ochre .....	0 50	5 00
	10 do umber.....	0 50	5 00
	10 10 x 12 window sash.....	1 50	15 00
	6 do do glazed.....	2 00	12 00
	39½ lbs. putty.....	0 15	5 92
52	1 doz door locks.....		18 00
	1 keg cut nails.....		9 00
	25 lbs. finishing nails.....	0 09	2 25
	2 gross inch screws.....	1 25	2 50
	2 do 1½-inch do .....	1 50	3 00
	2 gals. copal varnish.....	6 00	12 00
	12 blinds and fixtures .....	1 00	12 00
	5 lbs. lamp black.....	0 30	1 50
	3 patent dryers.....	0 50	1 50
<i>Fort Calgary.</i>			
38	To 1 saw file.....		0 50
	Total .....		\$1,050 42

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

CLOTHING.

Vouchers.	Quantity and Description.	Rate.	Amount.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.
9, 10	To 42 Buffalo overcoats.....	11 00	462 00
17	15 do robes.....	3 00	45 00
17	18 do do.....	4 00	72 00
	Total .....		\$579 00

FORAGE.

	<i>Fort McLeod.</i>		
14	6,473 lbs. oats.....	0 08	517 84
88	71 tons hay.....	20 00	1,420 00
	<i>Fort Calgary.</i>		
24	200 tons hay .....	15 00	3,000 00
	<i>Fort Walsh.</i>		
	6,715 lbs. bran.....	0 07½	503 62
	90,277 do oats.....	0 06½	5,868 00
	119,261 do do.....	0 08	9,540 88
	Total.....		\$20,850 34

SADDLERY.

	<i>Fort McLeod.</i>		
	75 curry combs.....	0 62½	46 88
	75 leather back horse brushes.....	2 25	168 75
	2 dozen awl blades.....	1 00	2 00
	1 do hafts.....		1 50
	1 seat awl.....		0 35
	1 round awl.....		0 35
	2 backing awls.....	0 30	0 60
	3 bracing do.....	0 50	1 50
	2 thongs.....	0 50	1 00
1	1 single crease.....		0 50
	1 double do.....		0 75
	1 edge do.....		0 50
	1 wood cut.....		0 50
	1 pair 6-inch compasses.....		1 50
	1 pot chambre.....		2 00
	1 packing carriage.....		1 00
	4 do wheels.....	1 00	4 00
	1 strong fork.....		1 00
	1 draw gauge.....		4 00
	1 bevelling hammer.....		1 50

NORTH-WEST MOUNTED POLICE, Dr. : To J. G. Baker & Co.

SADDLERY.—Continued.

Vouchers.	Quantity and Description.	Rate.	Amount.
	<i>Fort McLeod.—Continued.</i>	\$ cts.	\$ cts.
	1 rip knife.....		3 50
	1 French head (handled).....		1 50
	1 8-inch splitting knife.....		9 00
	1 hickory mallet.....		1 00
	1 pair cutting nippers.....		2 50
	1 do saddlers' plyers.....		1 50
	1 do do pinchers.....		2 00
	9 round punches, assorted.....	0 86	7 74
	1 do 2-foot rule.....		1 00
	1 glass sticker.....		1 50
	1 rivet set.....		2 00
1	1 claw tool.....		0 75
	2 edge tools.....	0 30	0 60
	12 packages harness needles.....	0 25	3 00
	3 square pointed shoe knives.....	0 50	1 50
	6 lbs. Barbour thread.....	1 50	9 00
	4 do cord.....	1 75	7 00
	1/2 lb. wax.....	1 50	0 75
	36 yards blue serge.....	0 75	27 00
	1 saddlers' hammer.....		2 00
	60 mane combs.....	0 15	9 00
	1 set harness, lead and wheel.....		90 00
	1 do wheel.....		40 00
	<i>Fort Walsh.</i>		
	6 dozen brass buckles.....	3 00	18 00
	4 do do do.....	2 50	10 00
	6 do iron do.....	0 50	3 00
	1 gross galvanized white snaps.....		12 00
	12 gallons neatsfoot oil.....	3 00	36 00
	90 nose bags.....	1 50	135 00
	12 dozen large brass buckles.....	3 00	36 00
	Total.....		\$714 02

LIGHT AND FUEL.

	<i>Fort Walsh.</i>		
52	100 gallons coal oil.....	1 12	\$112 00

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.  
EXPENSE ENTAILED BY INCREASE OF FORCE.

Vouchers.		Rate.	Amount.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.
56	To J. G. Baker & Co., for building addition to corral. ....		150 09
	<i>Fort Walsh.</i>		
34	To J. G. Baker & Co., building.....		1,640 00
	Total.....		\$1,810 00

REMOUNT.

	<i>Fort McLeod.</i>		
57	4 horses .....	100 00	\$400 00

FREIGHT.

	<i>Fort McLeod.</i>		
55	To hauling 1,390 lbs. bonded freight, from Cow Island to Benton.	0 01 $\frac{1}{2}$	20 85
	Hauling same from Benton to Fort McLeod. ....	0 02 $\frac{1}{2}$	31 27
	<i>Fort Calgary.</i>		
40	To hauling 2,369 lbs. potatoes from Fort McLeod to Fort Calgary	0 01	23 69
	Total.....		\$75 79

DRUGS AND VETERINARY.

	<i>Fort Walsh.</i>		
100	lbs. catmeal.....	0 12 $\frac{1}{2}$	12 50
10	lbs. rosin.....	0 25	2 50
3	doz. lemon sugar.....	6 00	18 00
2	oz. ammonia.....	1 25	2 50
5	lbs. syrup squills.....	1 25	6 25
2	drams acet. morphine.....	1 50	3 00
2	lbs. fluid arnica.....	3 25	6 50
2	lbs. tinc. arnica.....	1 50	3 00
1	lb. gum arabic.....		1 75
84	lbs. flaxseed meal.....	0 25	21 00
5	lbs. hops.....	0 50	2 50
2	lbs. bicarb. soda.....	0 25	0 50
2	lbs. tartaric acid.....	1 75	3 50

NORTH-WEST MOUNTED POLICE, Dr. : To J. G. Baker & Co.

DRUGS AND VETERINARY.—Continued.

Vouchers.	Quantity and Description.	Rate.	Amount.
<i>Fort Walsh.—Continued.</i>			
		\$ cts.	\$ cts.
4	lbs. assorted sponges.....	4 00	16 00
1	lb. small sponges.....	4 00	4 00
6	lbs. arrowroot.....	2 50	2 50
4	oz. mur. acid.....	0 25	1 00
2	lbs. ung. ind.....	1 50	3 00
3	doz. 2 oz. phials.....	1 75	2 25
3	doz. 4 oz. phials.....	1 00	3 00
3	doz. 6 oz. phials.....	1 25	3 75
10	lbs. epsom salts.....	0 25	2 50
2	gals. linseed oil.....	3 00	6 00
15	lbs. chloride lime.....	0 20	3 00
10	sulphuric ether.....	2 25	22 50
2	boxes mer. pills.....	1 50	3 00
5	boxes camphor pills.....	1 00	5 00
1	box opium pills.....	2 00	2 00
2	bottles cologne.....	2 00	4 00
5	bottles pure carbolic acid.....	2 00	10 00
3	bottles emp. canthar.....	1 50	4 50
1	doz. arnica plasters.....	3 00	1 00
1	roll Belladonna plasters.....	2 00	2 00
2	doz. Allcock's plasters.....	3 50	7 00
5	lbs. simple cerate.....	1 00	5 00
1	gal. castor oil.....	4 50	2 25
10	lbs. Aloes, Barbadoes.....	0 50	5 00
2	lbs. tinc. digitalis.....	1 00	2 00
2	lbs. pond digitalis.....	1 00	2 00
5	lbs. tartrate antimony.....	1 50	7 50
2	lbs. tinct. catechu.....	1 25	2 50
1	doz. test tubes.....	3 00	3 00
1	ordinary blow pipe.....	2 00	2 00
2	gals. alcohol.....	4 50	9 00
5	yds. oil silk.....	2 50	12 50
2	rolls mustard leaves.....	1 50	3 00
4	lbs. condition powders.....	1 00	4 00
1	lb. lint.....	2 50	2 50
1	doz. California port wine.....	24 00	24 00
1	gal. alcohol.....	4 50	4 50
1	demijohn.....	1 50	1 50
6	U. S. Army suspensory bandages.....	3 00	18 00
10	gals. vinegar.....	6 00	60 00
	Paid Turner & Flannagan, U. S. currency.....	6 75	
	Premium, at \$1.10.....	0 62	
	Total.....		6 13
			\$367 88

REPAYMENT.

<i>Fort Walsh.</i>			
52	118 lbs. premium tobacco.....	1 35	\$159 30

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.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.
1 and 2	11,986 lbs. domestic beef.....	0 03½	419 51

GENERAL ACCOUNT.

	<i>Fort McLeod.</i>		
1 and 3	285 lbs. rope.....	0 40	106 00
3	6 dozen chimneys (lamp).....	4 50	27 00
1	2 bottles ink (pints).....	1 00	2 00
1 and 3	18 carriage bolts.....	0 25	4 50
1	1 cow skin.....		1 50
			<b>\$141 00</b>

BUILDING.

	<i>Fort McLeod.</i>		
1 and 3	15 pairs strap hinges.....	0 75	11 25
1	1 pair butt hinges.....		0 50
3	85 lbs. nails.....	0 20	17 00
1	10 gallons lubricating oil.....	3 50	35 00
1	10 window sashes.....	2 00	20 00
1	10 lbs. putty.....	0 25	2 50
1	2 padlocks.....		3 00
			<b>\$89 25</b>

CLOTHING.

	<i>Fort McLeod.</i>		
1 and 3	146 buffalo coats.....	11 00	1,608 00
1 and 3	51 under shirts.....	2 00	102 00
1 and 3	52 pairs drawers.....	2 00	104 00
3	8 do socks.....	0 50	4 00
			<b>\$1,816 00</b>

SADDLERY.

	<i>Fort McLeod.</i>		
1	150 ventilated nose bags.....	1 50	\$225 00

NORTH-WEST MOUNTED POLICE, Dr. : To J. G. Baker & Co.  
FREIGHT.

Vouchers.	Quantity and Description.	Rate.	Amount.
	<i>Fort Calgary.</i>	\$ cts.	\$ cts.
3	Hauling 147 lbs. from Fort McLeod .....	0 03	44 13

REPAYMENT.

<i>Fort McLeod.</i>			
1	50 lbs. army tobacco.....	1 00	50 00
1	4 do gun powder.....	1 00	4 00
			\$54 00

VETERINARY.

<i>Fort McLeod.</i>			
1	5 lbs. castile soap.....	1 50	\$7 50

INDIAN USE.

<i>Fort McLeod.</i>			
1	110 lbs. Indian tobacco.....	0 80	\$88 00

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.
	<i>Fort Walsh</i>	\$ cts.	\$ cts.
22	To lbs. lard.....	0 35	3 50
22	2 pairs seissors.....	1 50	3 00
22	2 combs.....	0 75	1 50
			\$8 00

FORAGE ACCOUNT.

	<i>Fort Walsh.</i>		
10	To 31,070 lbs. oats.....	0 08	\$2,485 60

BUILDING ACCOUNT.

	<i>Fort Walsh.</i>		
22	To 1 pair strap hinges.....		0 75
	1 padlock, extra.....		2 50
	1 hasp.....		0 50
	2 staples.....		0 25
	1 pair strap hinges.....		0 75
	1 padlock.....		2 50
	1 hasp.....		0 50
	2 staples.....		0 25
	5 lbs. nails.....		0 45
	1 pair butts.....		1 50
	4 9-inch hinges.....		6 00
	2 12-inch do.....		4 00
			\$19 95

FUEL AND LIGHT ACCOUNT.

	<i>Fort Walsh.</i>		
22	To 40 lbs. candles.....	0 30	\$12 00

GENERAL ACCOUNT.

1	To Stamping Government mail.....	2 17
3	Pair No. 9, large platform scales.....	120 00
3	1 red ink ruling pen.....	1 50
3	157 lbs. iron 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.
		\$ cts.	\$ cts.	\$ cts.
22	To 1 bottle mucilage.....		0 50	
22	6 pair strap hinges.....		5 00	
22	16 1/2 doz. screws.....		3 06	
22	24 bolts.....		6 60	
22	1 4-horse whip lash.....		3 50	
22	2 whip stalks.....		1 00	
22	16 hasps and staples.....		6 00	
22	1 doz. butts.....		5 00	
22	25 feet hoop iron.....		1 50	
22	100 brass tacks.....		0 50	
22	1 yard cloth.....		8 00	
22	1 drawer lock.....		1 50	
22	1 bottle ink.....		1 00	
22	1/2 doz. pencils.....		0 50	
22	20 lbs. nails.....		1 80	
				\$292 18

SADDLERY.

<i>Fort Walsh.</i>				
3	To 30 Cal. saddles.....	20 00	600 00	
	34 lbs. harness leather.....	0 75	25 50	
	25 do russet do.....	0 75	18 75	
	1 doz. dressed sheep skins.....		24 00	
	2 do No. 10 harness thread.....		5 00	
	1 do balls wax.....		1 50	
	1 bench saddler's vice.....		6 50	
	1 lb. No. 12 harness thread.....		2 50	
22	1 cow skin.....		1 50	
				\$685 25

CLOTHING.

<i>Fort Walsh.</i>				
12	To 110 buffalo coats.....	11 00	1,210 00	
22	1 pair 4-p. blue blankets.....		7 00	
	3 robes for mits.....	4 00	12 00	
	1 good robe.....		5 00	
	2 lbs. thread; 1 @ \$4, and 1 @ \$3.50.....		7 50	
	6 wool under shirts.....	1 50	9 00	
	6 pair wool drawers.....	2 50	15 00	
	1 calf skin.....	3 00	3 00	
				\$1,268 50

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co., Fort Benton, M.T.  
 HOSPITAL ACCOUNT.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort Walsh.</i>	\$ cts.	\$ cts.	\$ cts.
1	2 army bandages .....	2 00	4 00	
	2 rolls cerate cantharides.....	1 50	3 00	
	5 yds. cotton .....	0 35	1 75	
	1 doz. cans milk .....	5 50	2 75	
	50 brass tacks.....		0 25	
	1/2 yd. brown barege.....		0 75	
22	4 glass syringes.....	0 50	2 00	
	8 rubber do .....	1 00	8 00	
	2 doz. cans milk.....	5 50	11 00	
	1 wash-tub .....		3 50	
	2 penholders .....	0 10	0 20	
	3 bats soap.....		0 60	
				\$37 80

Approved.

(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.		\$ cts.	\$ cts.
Oct. 7.....	1 brass eight-day clock.....	12 00	
do 27. ...	Stove varnish, 60c.; moose skin, \$3.50 .....	4 10	
			\$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 &amp; Co.

## RATIONS.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort Walsh.</i>	\$ cts.	\$ cts.	\$ cts.
4	3,027 lbs. potatoes.....		151 35	
	<i>Fort Calgary.</i>			
5	5,770 lbs. domestic beef, at 3½c.....		201 95	\$353 30

## GENERAL ACCOUNT.

	<i>Fort McLeod.</i>			
6	Paid to J. G. Baker & Co., for Commissioner's stage fare, Fort McLeod to Fort Shaw.....		25 00	
	<i>Fort Calgary.</i>			
9, 10, 11	4 whip lashes.....	3 50	14 00	
13	1 lb. resin.....		0 50	
	<i>Fort Walsh.</i>			
4	2 4-horse lashes.....	2 50	5 00	
4	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 picket rope.....		0 75	
4	1 camp-kettle.....		2 50	
4	1 tin pail.....		1 00	
4	1 fry pan.....		1 50	
4	2 bake ovens.....	2 00	4 00	
4	3 8-quart meat dishes.....		4 50	
4	1 12 do dish.....		2 50	
4	1 flesh fork.....		0 50	
4	2 10-quart tea pots.....	2 50	5 00	
4	1 stand lamp (complete).....		2 25	
4	3 packing cases.....	0 75	2 25	
4	1 do.....		2 50	
4	1 lb. lard.....		0 30	
4	1 padlock.....		0 50	
4	1 door lock.....		2 50	
4	1 whip-stalk.....		0 50	
4	1 cow skin.....		2 00	
4	2 bunches rubber bands.....	0 50	1 00	
4	ream foolscap paper.....	9 50	2 38	
4	do ledger cap do.....	10 00	2 50	
4	do blue cap do.....	8 50	4 25	

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.  
 GENERAL ACCOUNT.—Continued.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
<i>Fort Walsh.—Continued.</i>				
		\$ cts.	\$ cts.	\$ cts.
4	3 blotting paper.....	0 05	0 15	
4	1 lamp (complete).....		2 25	
4	1 bottle mucilage.....		0 50	
4	Paid half-breed, Cyprian Billeting.....		8 50	
4	Transporting invalids.....		12 00	
			118 87	\$118 87

[BUILDING.

<i>Fort Walsh.</i>				
4	5 doz. 10 x 12 glass.....	3 50	17 50	
4	8 do do window sash.....	1 75	14 00	
4	6 sheets emery paper.....	0 10	0 60	
4	1 smoothing plane.....		2 50	
4	1 doz. carpenters' pencils.....		1 00	
4	2 8 x 10 window sash.....		2 75	
4	20 lbs. nails.....	0 09	1 80	
<i>Fort Calgary.</i>				
19	5 saw-files.....	0 50	2 50	
			42 65	\$42 65

VETERINARY.

<i>Fort Walsh.</i>				
21	1 can lead.....		4 00	
4	1 bot. castor oil.....		0 50	
	1 do sweet oil.....		0 50	
			5 00	\$5 00

CLOTHING.

<i>Fort Walsh.</i>				
4	32 buffalo robes.....	5 00		\$180 00

NORTH-WEST MOUNTED POLICE, Dr. : To J. G. Baker & Co.  
INDIAN DEPARTMENT.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort Walsh.</i>	\$ cts.	\$ cts.	\$ cts.
3	Paid T. C. Power & Bro. for 1 blanket.....		5 00	
	2 lbs. tea.....	1 00	2 00	
	2 boxes cartridges.....	1 50	3 00	
4	20 lbs. pemmican.....	0 07	1 40	
				\$11 40

HOSPITAL.

	<i>Fort Walsh.</i>			
22	64 yds. 4 $\frac{1}{2}$ cotton.....	0 20	12 80	
	1 doz. pts. sweet oil.....		6 00	
	1 spool thread.....		0 25	
	2 sponges.....	0 50	1 00	
	5 lbs. nails.....	0 09	0 45	
	2 do brass nails.....	0 50	1 00	
				\$21 50

FREIGHT.

	<i>Fort Walsh.</i>			
31	Transporting baggage.....			\$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.

RATIONS,

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.	\$ cts.
1	11,892 lbs. domestic beef .....	0 09½	416 22	
	<i>Fort Walsh.</i>			
2	600 lbs. potatoes.....	0 05	30 00	
2	20 do; bacon.....	0 17	3 40	
2	¼ gal. syrup.....	1 30	0 65	
2	1 can mustard.....		0 50	
				<b>\$450 77</b>

GENERAL ACCOUNT.

	<i>Fort McLeod.</i>			
	1 lantern.....		6 00	
	12 brooms....	1 25	15 00	
	1 oak plank.....		7 50	
	37 lbs. rope.....	0 40	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 50	
	1 lb. twine.....		0 75	
	2 heating stoves.....	45 00	90 00	
	17 lengths pipe.....	0 50	8 50	
	4 elbows.....	0 75	3 00	
	1 bottle ink.....		0 25	
				<b>\$174 80</b>
	<i>Fort Walsh.</i>			
14	1 8-lb. stove boiler.....		9 50	
	1 towel.....		0 35	
	1 wash basin.....		1 00	
	1 ledger.....		2 50	
	¼ quire legal cap paper.....	10 00	2 50	
	¼ do ruled do.....	9 50	2 38	
	1 whip-stock.....		0 50	
	1 lariat.....		0 75	
	1 memo. book.....		1 50	
	2 do.....	1 50	3 00	
	1 lead pencil.....		0 15	
	5 wash tube.....	3 50	17 50	
	¾ doz. brooms.....	9 00	4 50	
	8 wash basins.....	1 25	10 00	
	2 10-quart kettles.....	2 50	5 00	
	8 water pails.....	1 40	11 20	
	4 glass lamps.....	1 50	6 00	
	4 do.....	2 00	8 00	
	1 do.....		2 20	
	2 bottles sweet oil.....	0 50	1 00	

NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker & Co.

GENERAL ACCOUNT—Concluded.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort Walsh—Concluded,</i> Carried forward .....	\$   cts.	\$   cts.	\$   cts.
	4 glass lamps.....	2 00	8 00	174 80
	3 packing cases.....	0 50	1 50	
	1 pint ink.....		1 00	
	1 bottle carmine.....		1 00	
	4 lbs. marrow grease.....	0 25	1 00	
	5 6-quart tin dishes.....	1 00	5 00	
	1 Dutch oven.....		3 50	
	1 bottle ink.....		1 00	
	100 brass tacks.....		0 50	
	1 doz. cans milk.....	5 50	2 75	
	1 doz. pass-books.....	8 25	4 13	
2	6 picks.....	2 50	15 00	
	6 pick-handles.....	0 50	3 00	
	6 long-handle shovels.....	2 50	15 00	
	1 bottle castor oil.....		0 50	
	2 fry-pans.....	1 00	2 00	
	1 wash-basin.....		0 75	
	4 cups.....	0 15	0 60	
	1 yard crash.....		0 25	
	1 coffee-pot.....		1 00	
	2 axes and handles.....	2 50	5 00	
	1 lantern.....		2 00	
	1 doz. wicks.....		0 50	
	1 tin pail.....		0 25	
	1 monkey wrench.....		2 00	
	9 lbs. rope.....	0 25	2 25	
	1 axe and helve.....		2 50	
	6 boxes matches.....		0 50	
	1 10-gallon keg.....		2 50	
	Total .....			174 51
				\$349 81

BUILDING.

	<i>Fort McLeod.</i>			
6	3 padlocks, \$1.25, \$1.25, \$1.50.....		4 00	
	1 doz. glazed sash.....		48 00	
	1 do butt hinges.....		9 00	
	1 do do.....	9 00	4 50	
	1 do strap hinges.....		15 00	
	4 do screws.....	0 12½	0 50	
	1 lock and key.....		3 00	
	<i>Fort Walsh.</i>			
14	30 lbs. nails.....	0 09	2 70	
	2 door-locks.....	2 50	5 00	
	1 gross screws.....		1 50	
	1 doz. emery paper.....	1 00	0 50	
				\$93 70

## NORTH-WEST MOUNTED POLICE, Dr.: To J. G. Baker &amp; Co.

## CLOTHING.

Vouchers.	Quantity and Description.	Rate.	Amount.	Total.
	<i>Fort McLeod.</i>	\$ cts.	\$ cts.	\$ cts.
6	2 pair mitts.....	2 50	5 00	
4	do .....	1 25	5 00	
	2 lbs. linen thread .....	3 00	6 00	
	2 pairs drawers .....	1 50	3 00	
7	do .....	2 50	17 50	
	8 yds. Indian cloth .....	3 50	28 00	
	24 buffalo overcoats.....	11 00	264 00	
	<i>Fort Walsh.</i>			
2	34 pairs mooccasins.....	0 75	25 50	
	29 do wool socks .....	0 45	13 05	
14	28 buffalo robes.....	5 00	140 00	
	10 pairs wool gloves.....	0 80	8 00	
28	15 buffalo robes.....	3 00	45 00	
	18 do .....	4 00	72 00	
				\$632 05

## REPAYMENT.

	<i>Fort McLeod.</i>			
6	64 lbs. navy tobacco.....	1 25	80 00	
	63 do empress tobacco.....	1 00	63 00	
				143 00

## HOSPITAL.

	<i>Fort McLeod.</i>			
6	40½ yds. cotton .....	0 25		10 18
				\$153 18

Approved.

(Signed)

A. G. IRVINE,  
Assistant Commissioner.

10th February, 1877.

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## RETURN

(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.

RETURN showing 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.

Name.	Appointment, permanent or temporary.	By authority of Order in Council or otherwise.	Date of Appointment.	Salary, or Wages.	Remarks.
Angus Beaton	Permanent	Order in Council	1878.	\$ cts.	
A. P. Bradley	do	do	1st November	300 00 per ann	
Hon. Robert Ducean Wilmet	do	do	23rd October	600 00 do	Salary as Private Secretary to Minister of Public Works.
Hon. John Hawkins Hagarty	do	do	7th November	4,000 00 do	
Hon. Adam Wilson	do	do	13th do	6,000 00 do	
Stephen McDonald	do	do	do	6,000 00 do	
E. D. Phillips	do	do	14th do	200 00 do	
Charles Marchand	do	do	do	1,200 00 do	
Joseph R. Landry	Permanent	Order in Council	do	1,000 00 per ann	Removed 26th October, 1878.
William Compton	do	do	15th November	do	do
Hon. Matthew Crooke	do	do	do	do	do
Hon. Cameron	Temporary	do	15th do	5,000 00 do	
J. Everett Wilson Currier	do	do	21st do	900 00 do	\$300 as Probationary Clerk and \$600 as Private Secretary.
M. J. Griffin	Permanent	do	18th do	1,800 00 do	\$600 as Private Secretary.
George Anderson	do	do	7th December	300 00 do	as Clerk. Resigned.
Arthur Tache	Temporary	do	1st do	300 00 do	
Edward Honore Ouellette	Permanent	do	7th do	360 00 do	
J. B. Gillespie	do	do	1st September	360 00 do	
Joseph Pope	do	do	3rd December	1,000 00 do	
Joseph O. Chalut	do	do	13th do	700 00 do	
A. G. Benoit	do	do	do	600 00 do	
Lieut.-Col. Worsley	do	do	24th October	1,200 00 do	\$700 as Clerk and \$300 as Private Secretary.
Charles Sherwood	do	do	4th December	1,200 00 do	
E. Vachon	do	do	14th do	300 00 do	
Louis Dury	do	do	do	5 00	For every vessel entered.
John Perry	do	do	17th do	650 00 per ann	
Henry Elliott	do	do	do	600 00 do	
Wm. Wynond Walkem	Permanent	Order in Council	23rd December	250 00 per ann	Removed 15th November, 1878.
Joseph Telephore Methot	do	do	do	480 00 do	
Joseph Valere Genest	do	do	do	480 00 do	
Arthur Beaudry	do	do	do	480 00 do	
Alexander Beatty	do	do	do	480 00 do	
John Strachan	do	do	do	600 00 do	

Strachan Jones	do	do	do	16th November	720 00	do
John Moore Howell	do	do	do	23rd December	600 00	do
Herbert Stone McDonald	do	do	do	18th do	2,200 00	do
George Urites	do	do	do	23rd do	500 00	do
J. Ham Perry	do	do	do	26th do	10 00	per diem.
Henry Numa	do	do	do	28th do	10 00	do
Jas. McBride	do	do	do	23rd do	360 00	per ann.
James McKenzie	do	do	do	28th do	480 00	do
A. H. Miller	do	do	do	11th do	300 00	do
L. Simard	do	do	do	11th do	600 00	do
Angus Charles Sparrow	do	do	do			Removed 2nd January, 1879.
John G. McKenzie	do	do	do			
Frederick Toller	Permanent	Order in Council	1879.	1st January	400 00	do
Benjamin Chilton	do	do	1878.	14th December	400 00	do
Rev. Robert Jamieson	do	do	1879.	4th January	200 00	do
John McGovern	do	do	do	9th January	700 00	per ann.
A. Thibaudeau	do	do	do	11th do	8,000 00	do
Douglas B. Stewart	Permanent	Order in Council	do	9th do	1 50	per diem.
Hon. W. J. Ritchie	do	do	do	9th do	1 50	do
M. J. Stenson	Temporary	do	do	do	1 50	do
P. T. Kirwan	do	do	do	do	1 50	do
D. McDonald	do	do	do	do	2 00	do
E. G. Pulford	do	do	do	do	1,200 00	do
L. A. Grison	do	do	do	do	480 00	do
W. L. Hamilton	Permanent	do	do	do	480 00	do
James O'Connor	do	do	do	do	480 00	do
Edward J. Shelly	do	do	do	do	480 00	do
Thomas Martin	do	do	do	do	480 00	do
Hon. A. G. Archibald	Permanent	Order in Council	1878.	4th July	9,000 00	per ann.
Charles P. Hanum	do	do	1879.	14th January	300 00	do
Lawrence Power	do	do	do	do	200 00	do
Augustus Keefer	do	do	do	do	3 29	per diem.
Joseph Dubé	Temporary	do	do	do		
F. K. Talbot	do	do	do	do		
John Renaan	do	do	do	do		Removed 1st April, 1879.
W. M. Kossiter	do	do	do	do		do 1st February, 1879.
E. H. St. Dennis	do	do	do	do		do 14th January, 1879.
Emile Martineau	do	do	do	do		do 1st December, 1878.
Victor E. Pelletier	do	do	do	do		do do do do

RETURN showing the names of all persons who received any appointment, either permanent or temporary, in the Public Service of Canada, &c.—Continued.

Name.	Appointment, permanent or temporary.	By authority of Order in Council or otherwise.	Date of Appointment.	Salary or Wages.	Remarks.
Henry Hubbard			1879.	\$ cts.	Removed 21st November, 1878.
George Lanigan					do do
Dr. Charles DeGuise					do 1st January, 1879.
David Ouellet					do 7th December, 1878.
A. Dagenais					do 13th do
Finlay McKae					do 13th do
F. H. Eccles					do 14th do
James E. Barry					do 14th do
A. A. Hndon					do 31st do
Terence Clark					Resigned 11th January, 1879.
A. Bethune					Removed 9th January, 1879.
Thomas Nixon					do do
J. Robson					do do
Hon. J. W. Gwynne	Permanent	Order in Council	14th January	7,000 00 per ann.	do 14th do
James McLean					do 1st April, 1879.
B. DeRoy					do do
E. Roy					do do
Jane Collins					do do
Helen Gorman					do do
Margaret Zelinas					do do
Dr. Joseph Walker					do do
Dr. James Potts					do 15th January.
Joha Brennan	Permanent	Order in Council	15th January	500 00 per ann.	do do
Commander Lavoie					do do
T. M. Porteous	Permanent	Order in Council	17th January	400 00 per ann.	do do
George Gouin					do do
Pierre Cartier	do	do	18th December	1,100 00 do	do 18th December, 1878.
Rafis Outila	Permanent	Order in Council	18th December	800 00 per ann.	
Joseph L. Daoust					
Jules Quesnel	do	do	1st April	600 00 do	

Thomas Whalen	Temporary	Order in Council	25th January	400 00 per ann.	Appointment cancelled 25th Jan., '79.
J. Gâté	do	do	do	1 50 per diem.	
Joseph Carter	do	do	do	1 50 do	
Miss Freadwell	do	do	do	2 00 do	
Miss Samuels	do	do	do	1 50 do	
James P. Reynolds	Permanent	do	do		
J. McConnell	do	do	do		Removed, 25th January, 1879.
W. H. Wyde	do	do	do		Services dispensed with 31st Jan., 1879.
R. Devlin	Temporary	Order in Council	31st January	2 00 per diem.	
A. Lusignan	do	do	do	3 00 do	
J. A. Doyau	do	do	do	2 00 do	
G. E. Hall	do	do	do	2 00 do	
G. Brunel	do	do	do	2 00 do	
J. P. Taylor	do	do	do	2 50 do	
J. C. Beatty	do	do	do	2 00 do	
G. E. Gallway	do	do	do	2 00 do	
Thomas Porter	do	do	do	2 00 do	
O. E. Anderson, Jr.	do	do	do	2 00 do	
A. L. Watters	do	do	do	1 50 do	
H. G. Tiepke	do	do	do	2 50 do	
M. V. O. Nicholson	do	do	do	2 00 do	
J. P. Pim	do	do	do	1 50 do	
M. Lamouche	do	do	do	1 50 do	
A. H. Hallet	do	do	do	1 50 do	
A. H. Bellevue	do	do	do	1 50 do	
F. Ohateauvert	do	do	do	2 00 do	
A. Cheset	do	do	do	1 50 do	
H. Knauf	do	do	do	1 50 do	
A. Muir	Permanent	Order in Council	3rd February	700 00 per ann.	Services dispensed with 31st Jan., 1879.
Edward Waldo	do	do	4th do		
Mon. Isaac Buchanan	do	do	do		
Charles Taylor	Permanent	Order in Council	6th February	300 00 per ann.	Resigned 4th February, 1879.
Louis Gray	do	do	1st March	150 00 do	
John Loisel	do	do	8th February	300 00 do	
Joseph A. Hamel	do	do	do	1,200 00 do	
J. L. Anctil	do	do	do	800 00 do	
Réné Benoit	do	do	do		
John M. Flynn	Permanent	Order in Council	11th February	1,400 00 per ann.	Removed 8th February, 1879
H. St. A. Ormond	do	do	do	700 00 do	
Henri DeSalaberry	do	do	do		
J. R. E. Chapleau	Permanent	Order in Council	1st February	350 00 per ann.	Resigned 11th February, 1879.
J. R. Hall	do	do	do		
Thomas Harvard	do	do	do		
Jean Nodéau	do	do	do		
Thomas Charles Patteson	Permanent	Order in Council	12th February	3,000 00 per ann.	Appointment cancelled 11th Feb., '79.
D. Galixte Dagneault	do	do	do	480 00 do	Services dispensed with 28th Feb., '79.
Joseph Alphonse Chevrier	do	do	do	480 00 do	
Emile Hudon	do	do	do	480 00 do	

RETURN showing the names of all persons who received any appointment, either permanent or temporary, in the Public Service of Canada, &c.—*Concluded.*

Name.	Appointment, permanent or temporary.	By authority of Order in Council or otherwise.	Date of Appointment.	Salary or Wages.	Remarks.
George Lacombe.....	Permanent	Order in Council.....	12th February.....	\$ cts. 480 00 per ann.....	Resigned office of Indian Agent, 12th February, 1879.
Hon. David Laird.....	Permanent	Order in Council.....	12th February.....	.....	Transferred from temporary to permanent; \$50 per annum; \$260 per ann. Appointment confirmed.
George Newcombe.....	Permanent	do	do	1,000 00 per ann.....	.....
Angus McKay.....	do	do	do	1,200 00 do	.....
Edwin Allen.....	do	do	do	1,000 00 do	.....
Molyneux St. John.....	do	do	do	.....	.....
Captain Allen McDonald.....	do	do	do	.....	.....
Laurence Fortescue.....	do	do	do	.....	.....
John Cotton.....	Permanent	Order in Council.....	17th February.....	800 00 per ann.....	Appointment confirmed. Resigned 17th February, 1879.
D. V. Pelletier.....	do	do	do	.....	.....
Dunbar Browne.....	do	do	do	.....	.....
Renben Miral.....	Permanent	Order in Council.....	24th February.....	350 00 per ann.....	Services dispensed with 17th Feb., '79.
David Pottinger.....	do	do	do	3,000 00 do	do 17th do '79.
H. J. Hubertus.....	do	do	7th October.....	700 00 do	.....
Forshaw Day.....	do	do	3rd March.....	1,000 00 do	.....
Samuel Craig.....	do	do	do	400 00 do	.....
R. H. Matthews.....	do	do	do	730 00 do	.....
Featherston Osler.....	do	do	5th do	5,000 00 do	.....
Arthur A. Lanthier.....	do	do	12th do	1,000 00 do	.....
Arthur D. Duval, M.D.....	do	do	17th do	1,000 00 do	.....
J. B. Guévremont.....	do	do	do	480 00 do	.....
M. Hudgins.....	do	do	1st April.....	300 00 do	.....
Peter Huff.....	do	do	do	.....	.....
H. Bailey Terrell.....	Permanent.	Order in Council.....	23rd March.....	480 00 per ann.....	Appointment cancelled 1st April, '79.
Thomas Gingras.....	do	do	do	300 00 do	.....
John Morash.....	do	do	do	200 00 do	.....
John Myra.....	do	do	do	.....	.....
Robert Carr Harris.....	Permanent	Order in Council.....	23rd March.....	2,500 00 per ann.....	Services dispensed with 23rd Mar., '79. For first year, and \$2,700 afterwards.



**R E T U R N**

(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.

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**R E T U R N**

(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.

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

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## 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.

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(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.

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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.....	6,000 00
Repairs and renewals of culverts and cattle-guards.....	8,000 00
Snow and other fencing. ....	10,000 00
Rails and fastenings.....	318,000 00
Sleepers .....	6,000 00
Ballasting.....	42,000 00
Increase of siding account .....	8,200 00
Coal sheds and trestles.....	8,000 00
<hr/>	
Total cost of repairs.....	407,200 00
Less value of old rails.....	105,000 00
<hr/>	
	<u>\$302,200 00</u>

NOTE.—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.

*Per mile of Railway.*

Description.	How rated.	Quantity.	Rate.		Amount.	
			\$	cts.	\$	cts.
Clearing and grubbing.....	Acres .....	1	20	00	20	00
Land and damages.....	do .....	12½	70	00	875	00
Fencing and gates .....	Rods.....	640	1	10	704	00
Grading (including crossings).....	C. yards.....	12,000	0	20	2,400	00
Masonry and foundations.....	do .....	300	10	00	3,000	00
Iron and other bridging.....	.....	.....	.....	.....	600	00
Ballasting .....	C. yards.....	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	

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 course, all sidings, buildings, lands and tracks, for the sum of five hundred thousand pounds sterling (£500,000).

The distance is 118½ 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 traffic 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 per 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.

SIR,—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.....	\$ 1,000 00
do bridges.....	6,000 00
Repairs and renewals to culverts and cattle guards...	8,000 00
New snow fences \$7,000; other fences \$3,000.....	10,000 00
Steel rails and fastenings 115½ miles, 92 tons per mile, at \$30.....	318,000 00
Sleepers renewals.....	6,000 00
Ballasting.....	42,000 00
Increase of siding accomodation.....	8,200 00
Coal sheds and trestles.....	8,000 00
	<u>\$407,200 00</u>
Less value of old rails.....	105,000 00
	<u>\$302,200 00</u>
Total cost of a new road 118 miles.....	\$1,534,000 00
Less.....	307,200 00
	<u>\$1,226,800 00</u>
For second result add.....	105,000 00
	<u>\$1,331,800 00</u>

(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 Railways.*

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) COLLINGWOOD SCHREIBER,

Chief Engineer, Government Railways.

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.	Amount.	Total.
\$   cts.		\$   cts.	\$   cts.
875 00	Land and damages.....	104,125 00	
20 00	Cleaning and grubbing.....	2,380 00	
704 00	Fencing.....	83,776 00	
80 00	Telegraph line.....	10,710 00	
3,400 00	Grading.....	404,600 00	
3,000 00	Masonry.....	357,000 00	
150 00	Foundations.....	17,850 00	
820 00	Bridge superstructure.....	97,580 00	
300 00	Road and farm crossings.....	35,700 00	
600 00	Station and other buildings.....	71,400 00	
		1,185,121 00	
500 00	Contingencies, &c.....	59,500 00	1,244,621 00
2,760 00	Steel rails and fastenings.....	328,440 00	
609 00	Sleepers.....	71,400 00	
900 00	Ballasting.....	107,100 00	
90 00	Four miles of sidings.....	10,710 00	
25 00	Switches.....	2,975 00	
706 00	Engineering and management.....	83,300 00	
90 00	5,000 feet of snow sheds and fences.....	10,710 00	
			614,635 00
15,624 00			1,859,256 00

(Signed) COLLINGWOOD SCHREIBER.

OTTAWA, 3rd May, 1879.

**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.
	\$ cts.	\$ cts.
Estimate cost of building a railway from Rivière du Loup to Chaudière Junction, 119 miles.....	1,859,256 00	
Estimated value of necessary repairs:—		
Embankments.....	\$1,000 00	
Fencing.....	3,000 00	
Ballasting .....	12,000 00	
Sleepers.....	7,500 00	
Rails and fastenings.....	318,780 00	
Bridges and culverts.....	14,000 00	
	356,280 00	1,502,976 00
Estimated value of the section of road between Chaudière Junction and 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.

SIR,—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

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 determine 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, including the western limb at Chaudière Junction, 119 miles at \$13,000.....	\$1,547,000
My estimate of the cost of a new road on the high level, including the western limb at Chaudière Junction, 119 miles at \$15,624.....	1,859,256
Difference.....	<u>\$312,256</u>

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) COLLINGWOOD SCHREIBER,  
*Chief Engineer of Govt. Railways.*

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 Rivière du Loup Branch of the Grand Trunk 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 Rivière du Loup.....	119 miles.
2. Chaudière Junction to Hadlow including the terminus and water lot at the last point .....	6½ miles.
He estimates the first-named part as worth.....	\$1,502,976
The second part at .....	<u>200,000</u>
Whole valuation.....	\$1,702,976

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 6½ miles with the Hadlow property I put at a least valuation of .....	350,000
<b>Making a total of.....</b>	<b>\$2,100,000</b>
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, \$ 1,100,000.

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,

(Signed) W. SHANLY.

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 Railway 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 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 \$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 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 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 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, 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)

CHARLES TUPPER,

Minister of Public Works.

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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 to 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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## RETURN

(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,  
OTTAWA, 14th May, 1879.

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## 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.

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

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## RETURN

(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.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 14th May, 1879.

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## 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.

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

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## RETURN

(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.

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## 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.

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

# RETURN

(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.

# RETURN

(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.

YEAR ENDING 30TH JUNE, 1877.

To whom paid.	Description of Goods.	Amount paid.
		\$ cts.
North American Packing Co .....	Canned meats.....	2,419 29
F. Braidwood.....	do .....	4,040 36
Ferguson, Rankin & Co.....	Tin for canned fish.....	171 25
do .....	do .....	20 35
J. B. Snowball.....	do .....	210 65
do .....	do .....	134 69
Henry O'Leary.....	do .....	255 27
E. G. & C. Stayner .....	do .....	185 29
K. J. Dolphin.....	do .....	225 20
F. H. Baker.....	do .....	65 69
K. J. Dolphin.....	do .....	60 60
E. G. & C. Stayner .....	do .....	68 10
J. Stairs.....	do .....	249 38
Bray & Hayes.....	do .....	63 20
Ewen & Wise—per S. Deas .....	do .....	345 92
J. Cunningham.....	do .....	138 78
	Total .....	\$2,671 83

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. Fraser & Co .....	Tin for canned fish .....	138 71
Davies, Arkinson & Co. ....	Bacon, hams and shoulders .....	591 09
Englehart & Co. ..	Tin for canned refined oil .....	133 50
Portland Packing Co. ....	Tin for canned fish .....	686 55
J. H. Mathers .....	do .....	436 42
J. P. Mott .....	Tallow used in the manufacture of candles .....	359 85
E. G. & C. Stayner .....	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 .....	95 90
T. H. Fleisher .....	do .....	64 05
J. T. Bain .....	do .....	39 30
J. H. Bell .....	do .....	86 95
H. O'Leary .....	do .....	142 35
B. B. Noble .....	do .....	51 00
J. M. Williams .....	do .....	66 15
	<b>Total .....</b>	<b>\$2,391 32</b>

J. JOHNSON,  
Commissioner of Customs.

CUSTOMS DEPARTMENT,  
OTTAWA, 13th May, 1879.